The Irish Times.

AND DAILY ADVERTISER.

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DUBLIN, FRIDAY, SEPTEMBER 21, 1860.

PRICE ONE PENNY

Public Notices.

THEATRE ROYAL, DUBLIN.
Mr. HARRIS has much pleasure to announce that he has, in conjunction with Mr. WILLERT BEALE, made arrangements for a short Series of Italian Opera, commencing on MONDAY, SEPT. 10, 1860, supported by the following eminent Artistes:—

Madame Grisi, Madame Viardot Garcia, Mdlle. Orvil, Mdlle. Sedlatzek, Mdlle. Rita, and Madame Gassier (her first appearance since her return from America), Signor Mario, Signor Antelo Luisa, Signor Graziani, Signor Fallar, Signor Kinni, Signor Chiorici, Signor Foral, and Signor Ciampi, Primo Basso Profundo, of her Majesty's Theatre, &c.

Supernumeraries—Signor Amina.
Conductor—Signor Vianesi.
Leader—Mr. Levy.

On THIS FRIDAY, SEPT. 21st (First time in Dublin) GLUCK'S OPERA of ORFEO & EURIDICE. After which a G-rio Scena—DON BUCKFALO—by Signor Ciampi. To conclude with the Last Act of LA SONNAMBULA. Amina, Madame Gassier; Elvino, Signor Mario; Il Conte di Luna, Signor Graziani; Fernando, Signor Ciampi; Rosa, Signor Kuni; Un Zingaro, Signor Chiorici.

On MONDAY, SEPTEMBER 24th, First and only Time, IL BARBIERE DI SIVIGLIA—Rosina, Madame Gassier; Berta, Mdlle. Chiorici; Count Almaviva, Signor Mario; Bartolo, Signor Ciampi; Basilio, Signor Fallar; Figaro, Signor Graziani; Officiale, Signor Chiorici.

On TUESDAY, SEPTEMBER 25th, Last Time NORMA, and Last Night but Three of the Season of LA SONNAMBULA.

WEDNESDAY, SEPTEMBER 26th, Last Night but Three of the Italian Opera Season, LA FAVORITA—Leonora, Madame Bailen Opera Season, LA FAVORITA—Leonora, Madame Bailen Open Season, LA FAVORITA—Leonora, Madame Bailen Open Season, LA FAVORITA—Leonora, Madame Bailen Open Season, LA FAVORITA—Leonora, Madame Bailen Open Season, LA FAVORITA—Leonora, Madame Grisi; Fernando, Signor Mario; Alfonso, Signor Graziani.

SECOND GRAND MORNING CONCERT will be held in the ANTIENT CONCERT ROOMS, On THIS FRIDAY, SEPT. 21st, at Two o'clock.

In which Madame Grisi and Signor Mario, Madame Gassier, Signor Graziani, Signor Ciampi, and the other Eminent Artistes, will appear.

Mr. HARRIS respectfully announces that this will be the only Italian Opera Engagement of the Season.

The Box-office is now open.

Doors open at Half-past Seven—to commence at Eight o'clock.

Private Boxes, 3 Guineas; 4 Guineas; 2 Guineas. Dress Circle, 1 Second Circle, 5s.; Pit, 3s.; Lower Gallery, 2s.; Upper Gallery, 1s.

The Free List entirely suspended, the Press excepted.

ANTIENT CONCERT ROOMS.
Mr. HARRIS, in conjunction with Mr. WILLERT BEALE, has the honour to announce the SECOND GRAND MORNING CONCERT, On THIS FRIDAY, SEPT. 21, 1860, Supported by the following Artistes:—

Madame Grisi, Mdlle. Orvil (Pupil of Madame Viardot Garcia), and Madame Gassier, Signor Mario, Signor Antelo Luisa, Signor Fallar, Signor Kinni, Signor Ciampi, and Signor Operti (Flautist to his Majesty Victor Emmanuel II., King of Sardinia).

Conductor—Signor Vianesi.
PRICE OF ADMISSION, PARTE PRIMA.

Fantasia—"Pour le Piano" (Norma) .. Signor Operti.
Canzone—"Il Bacio" .. Signor Kinni.
Duetto—"Par Vali!" .. Mdlle. Orvil and Signor Luisa.
Aria—"Veneziana, Canzone di Venezia." .. Signor Amina.
Cavatina—"Ernani involami" (Ernani) .. Madame Gassier.
Song—"Home, Sweet Home" (by special desire). .. Madame Grisi.
Song—"Good bye, Sweetheart." .. Signor Mario.
Trio—"Qual volnita" (Lombardi) .. Madame Gassier, Signor Luisa, and Signor Ciampi.

PARTE SECONDA.

Terzetto—"Fapatan" .. Rossini.
Aria—"Al destin guidami" (Anna Bolena) .. Donizetti.
Romanza "Perche dell' aure" (Torquato) .. Donizetti.
Duetto—"Oh guardate che figura" .. Signor Graziani.
Madame Grisi and Signor Ciampi.
Valz di Venzano .. Venzano.
Madame Gassier.
Aria—"Voi che sapete" (by desire) .. Mozart.
Mdlle. Orvil.
Canzone—"El Desterado" Sig. Luisa .. Pathos.
Finale—"Osommo Carlo" (Ernani) .. Verdi.
Tutti.

Doors Open at Half-past One—to Commence at Two o'clock.
Admission—Reserved Seats, 5s.; entrance Brunswick-street. Gallery, 2s.; entrance Lombard-street. Tickets to be had of Messrs. Russell, Westmoreland-street; Tegott, Grafton-street; Moses, Westmoreland-street; Bray, Westmoreland-street; Slade, Westmoreland-street; Scales, College-green; Westcott, Sackville-street; moreland-street; Scales, College-green; Westcott, Sackville-street; Wiseheart, Sackville-street; and Gunn, Westland-row.

ROUND-ROOM, ROTUNDO.
LAST NIGHT BUT ONE OF the Unrivalled and Original BUCKLEY'S SERENADERS, AND MISS JULIA GOULD, PRIMA DONNA, FROM NEW YORK.

885, BROADWAY, NEW YORK.
On THIS FRIDAY EVENING, SEPT. 21st, 1860, A TOTAL CHANGE OF PROGRAMME.
The First Part of the Entertainment will be finished by BUCKLEY'S BRASS BAND.
To conclude with Buckley's Version of LINDA DI CHAMOUNIX.
EXTRA GRAND MORNING PERFORMANCE, TO-MORROW, SAT. 22, 1860, At Half past THREE, By Command of HIS EXCELLENCY THE LORD LIEUTENANT.
Who has signified his intention of honouring the Concert with his Presence.
Tickets may be had and places secured at Wiseheart and Son's New Branch Establishment, 42, Lower Sackville-street.
Evening Performance as usual.

ATHLETIC GAMES AND FOOT RACES AT MARINO CRESCENT, CLONTARF,
By the kind permission of Colonel WARDLAW, and the Band of the 1st Royal Dragoons will perform in the Crescent Lawn, on This (Friday) Evening (weather permitting), commencing at Four o'clock, and under the management of the Committee of the Crescent Club. A committee of Foot Races, &c., will take place (see Programme), to commence at Four Races, &c., will take place (see Programme), to commence at Four Races, &c., will take place (see Programme), to coincide with a Grand Display of Fire Works, supplied by Mr. JOHN LAWRENCE, 39, Gratton-street.
Admission—To non-subscribers, One Shilling; after Six o'clock, Sixpence; Children, Sixpence.
(By order) J. J. WILSON, Hon. Sec.

PRAYER MEETING—DORSET INSTITUTION.
A Prayer Meeting will be held this day, from Two till Three o'clock.
The presence of business men is affectionately desired.

RISH CHURCH MISSIONS TO ROMAN CATHOLICS.
Roman Catholics, Priests and People! come to the Debate in the Mountjoy-street Meeting, on This (Friday) Evening, Sept. 21, 1860, at Half-past Seven o'clock.
Subject—"Indulgences."
President—Rev. R. RUDD, A.B.
Dr. Dens, the esteemed Roman Catholic theologian, thus describes Indulgences:—"What is an Indulgence? It is the remission of the temporal punishment due to sins remitted as to their guilt, made by the power of the keys" (strict sacramentum,' by the application of the satisfactions which are in the treasure of the Church."
If Indulgences can take away temporal punishments, why should the priests leave any soul in Purgatory?
"The wages of sin is death."—Rom. vi. 23. Dr. Cullen's Bible.
But the "wages of sin is death" is not indulgence.
If there is no "temporal debt due to God's justice," there can be no remission of the same, and so no indulgence.
If the merits of our Blessed Lord are the treasure of indulgences, who will venture to "add the merits of the saints" to them?
Will any Roman Catholic peasant say he is sure that he has ever gained an indulgence?
Did not Dr. Murray say, that as no man could be sure he had ever had the benefit of an indulgence, the best way is to do penance as if there was no indulgence?
Of what possible use is an indulgence, if a man must do the same penance with it as without it?
Roman Catholics are affectionately invited to attend.

THE TUESDAY NOON PRAYER MEETING METROPOLITAN HALL.
The usual Meeting for United Prayer will (the Lord willing) be held on TUESDAY next, at Twelve o'clock. Also in the Evening, at Eight o'clock—to which all classes are invited.
The Rev. J. DENHAM SMITH will preside.

IMPORTANT TO FARMERS, DAIRYMEN, &c.
The MANURE of the "Favourite" Omnibus Stables (about One Hundred Horses), will be Disposed of, by Contract, for One Year, from the 1st of OCTOBER NEXT.
Tenders will be received up to the 25th Sept., 1860, by JOHN WILSON, Nelson-lane.

FOREIGN VINEYARD ASSOCIATION (LIMITED), JOINT-STOCK WINE COMPANY, Consulting Capital £500,000.
Formed for the supply of pure wine to clubs, public establishments, or private families, at wholesale prices.
Shares at 27s, 31s, 36s, 36s, 40s, 45s; late 4s per doz. each extra.
Ports from wood, 36s, 42s, 54s, above two years in bottle as before.
Very fine Epernay Champagne, now 42s, late 54s per doz.
The celebrated sparkling Royal Fleur de Sillery, now 55s, late 66s.
Moet's, Mumm's, Perrier Jouet's, or any others (carried first qualities), now 63s, late 66s. Pints of either in proportion.
Dinner Claret: Vin Ordinaire, good drinking, 18s; St. Emillion, or Haut Brion, now 27s, late 32; fine ditto, St. Julien, now 31s, late 36s; and La Rose St. Julien, now 36s, late 42s.
Fine La Rose of 1850 vintage, now 42s, late 48s.
First growth Claret, of the famed Chateau Brane Cantenac Margaux of 1851, now 44s; ditto of 1848, late 56s, now 50s; ditto, Chateau Rausan Margaux, 1848, late 60s, now 50s; ditto, Chateau Lafont, 54s; late 60s; and 1848 Margaux, 64s, worth 100s.
The Burgundies are selected by the manager at each place of growth, viz.:—Volnay de Clos, 42s, worth 72s, very fine; Vins de Beaune, 36s; Volney and light Beaunes, 30s; fine Pays, late or pink, 26s; first growths, Clos-Vogeot, Chambertin Clos de la Romanee, 60s to 72s.
St. Georges, and others, from 30s to 36s.
For detailed price lists, apply to T. W SLAPLETON, Esq., Manager, 90, Regent-street, London.

THE undersigned desire to bring before the notice of the benevolent public the following very peculiar and distressing case:—A Gentleman highly educated, a Graduate of Dublin University, of blameless character, is at present in the most embarrassed circumstances, owing to a protracted illness, during which he had having been done away with, and his being since unable to obtain any other permanent employment. He has a Wife and a family of nine children to maintain, out of his present precarious earnings, which amount only to a few shillings in the week; they are consequently often in want of the bare necessaries of life. We can vouch for his respectability and desire to live by the fruit of his own industry, and are also convinced that if by an effort on the part of a few Christian friends, his present liabilities (amounting to about £100) could be paid up, and a few more pounds (say £40) given, to set him afloat in a Commission Agency, in joining which he has an opportunity at present, if he could command the small necessary capital, he would be once more able to support himself and his family in comfort and independence.
G. S. GREVE, D.D., Brooklorn'. A. M. POLLOCK, A.M., Dublin.
C. S. STANFORD, D.D., Dublin. J. J. MACAULEY, A.M., Dublin.
C. M. FLEURY, D.D., Dublin. JOHN HAMILTON, Esq., Dublin.
R. VERSCHOYLE, A.M., Dublin. Baggot-street.
Contributions will be received by any of the above, or by the Treasurer, Thomas H. M'Dermott, 10, Kildare-street, Dublin.
The following contributions have been already received:—
Rev. Hugh M'Neile, D.D., Liverpool, £1; Rev. Hamilton Verschoyle, £1; A Lady, per John Rathsdell, Esq., 5s.; Rev. C. B. Stevenson, Wexford, Caution, and Rev. J. Alexander, Calian, £1 each, per Rev. R. Verschoyle, Lady Arabella Brooke, Colonel Brooke, Dr. Tweedy £1 each and Rev. John Gregg, 10s per do. Rev. Dr. Stanford, Robert Halsford, Esq., 10s; Miss Rooker, per Rev. R. Verschoyle, 2s 6d; A Friend, per Thomas H. M'Dermott, £1; Captain Caulfield, per ditto, 10s.; Rev. R. G. Orme, per Rev. R. Verschoyle, £1; Miss White, per ditto, 10s.; A Dawne, Exeter, per Miss Conyers, £2; — Milner, Esq., per ditto, £2 2s.; Miss Cleaver, per Rev. R. Verschoyle, 10s.; George Cooke, Esq., 2s. 6d.

IRISH CONGREGATIONAL HOME MISSION.
A Social TEA-MEETING, in connection with the above Mission will (D.V.) be held in SION CHAPEL, KING'S INNS-STREET, THIS EVENING (Friday), at Seven o'Clock.
After tea a public meeting will be held, which will be addressed by the Rev. Dr. Urwick, J. G. Manly, D. Harding, and other ministers of the city.
Tickets, Sixpence each, may be had of the following booksellers:—P. D. Hardy and Son, and W. Robertson, of Sackville-street, and J. Robertson, Grafton-street, or at the doors of the chapel.

SPECIAL APPEAL ON BEHALF OF THE PROTESTANT ORPHAN REFUGE.
The object of this Society is to preserve the Protestantism of the destitute Orphans of Mixed Marriages. The offspring of those unhappy unions have, until within the last few years, been abandoned almost entirely to Romanism, from want of an asylum for these children among our Protestant institutions. This state of things, it is felt, should not be permitted to continue, and the object of this Appeal is to draw the increased attention of Protestants to the claims of this Society, which now numbers 140 children under its care.
Last month fourteen very distressing cases of Orphanage presented themselves for admission. Each of these children was the offspring of the most unhappy, and there being no other Protestant Asylum in which they could obtain a shelter, the Committee were much pained in first case, regarding this matter in a financial point of view, they were not in a position to receive any of them, as already there being already 136 under the care of the Society, while their funds were exhausted, and their liabilities at the close of the month would be nearly £400. The Committee felt that the very great responsibility rested on them to the choice of either alternative presented. On the one hand, receiving these children, the Committee would incur additional liabilities to the extent of about £50 a year, and, on the other, in refusing admission, they would be casting off so many members from the Protestant faith into the arms of the Romish Church; which, would be only too ready to entertain them. Many of the poor widowed mothers (all Protestants) had already endured much suffering in their struggle to preserve the Protestantism of their offspring, and had resisted many and powerful temptations from the Roman Catholic relatives of their deceased husbands; and the Committee felt that they would be betraying the trust reposed in them by the Protestant public if they did not on such occasion, act a hand to rescue some of those poor little ones from the peculiar peril to which they were exposed, and trust to Protestant benevolence and zeal for an indemnity in this exercise of their discretion. Accordingly, after a careful consideration of the circumstances of the case, the Committee resolved to admit seven of the most urgent of the applications, and make an earnest appeal to the Protestant public to contribute them not only to their present liabilities, but to open their doors to every really destitute Protestant Orphan of a Mixed Marriage seeking a shelter in the Society.
A gentleman in Staffordshire has written to say that he will give £5 towards enabling the Committee to receive seven rejected orphans, if nineteen other individuals will give a like sum each before the 31st instant. To meet this proposition several contributions have been received, as may be seen in the annexed list. It is hoped that other benevolent friends may be found to complete the required amount.
Two other offers have been made for the benefit of the Society, and of which the Committee are most anxious to be enabled to avail themselves.
"Trinity College, June 21st, 1860.
"GENTLEMEN,—With a view to aid in the collection now being made for the purpose of providing a training establishment for the Society's Apprentice Class, similar to that of the Protestant Orphan Society, Ballyfermot-place, I am authorised by a benevolent friend, under whose notice it brought the matter, to offer the sum of £50 towards the first instalment

RE-OPENING OF THE PLATE, WATCH, AND JEWELLERY ESTABLISHMENT,
75, GRAFTON-STREET.
(Late T. Bennett's.)

The patrons of the above establishment are respectfully informed that it has been re-opened with a well-assorted stock of Jewellery, Watches, &c., &c., which will be sold at very moderate prices.

75, GRAFTON-STREET.

N.B.—Diamonds, Plate, and Jewels, Purchased or taken in Exchange.

Plate lent on Hire, and all plated articles repaired.

DIAMOND ORNAMENTS.
Mr. ACHESON begs leave to announce that he has returned from London with a large assortment of new and second-hand DIAMOND ORNAMENTS, which will be sold at moderate prices; they consist of Single-stone Necklets, Brooches, Bracelets, Brooche Earrings, Rings, &c., &c., in great variety.
WILLIAM ACHESON & CO.,
No. 109 GRAFTON-STREET.

IRISH BOG OAK ORNAMENTS.
Patronized by the Queen.—SAMUELS, Working Jeweller and Manufacturer of the Bog Oak Ornaments, 22, NASSAU-STREET, New Manufactory of the Bog Oak Ornaments made to order, and designs in Brooches, Bracelets, &c. Ornaments made to order. Jewellery neatly repaired on the premises. Carver in Bog Oak. Jewellery constantly on hand suitable for presentation by the Lord Lieutenant. An assortment of Gold and Silver Watches, Gold Chains, Rings, Bracelets, &c., at reasonable charges.

ROYAL FINGAL PIN (REGISTERED).
ROYAL FINGAL EAR-RINGS (REGISTERED).
The above Ornaments, exact copies of an Antique lately found, in a rath near Howth, are pronounced to be a most beautiful Specimen of Ancient Art, and are dedicated with permission to Lord and Lady Talbot De Malahide, and patronized by several other noblemen, military, &c. To be had only from the original, at the sole Proprietor's,
THOMAS BRUNKER, Goldsmith,
No. 111, GRAFTON STREET,
Opposite the Provost's.
N.B. Wanted to purchase, for Cash, Diamonds, Plate, &c., at highest prices.

MOTTO WATCHES.—We have just received a large Case of the above Celebrated Geneva Watches, unequalled as timekeepers, and for their chaste design and exquisite finish.
They comprise every variety of Escapement in Gold, Silver, and Enamel, Hunting and Open Cases.
They have been manufactured expressly for our Establishment on the best cash terms, and we now offer them for sale at a very small profit on the first cost, and much under the price usually charged for the inferior Watches.
We will give ten years' engagement with each Watch,
(L. MARSH and CO.,
52, LOWER SACKVILLE-STREET,
(Exactly opposite the Post-office Clock.)

GENUINE
GERMAN SELTZER WATER,
Imported and Re-carbonated by
J. & T. H. TYE & SON,
17, WEST-LAND-ROW,
DUBLIN.

ESTABLISHED BY HAYDEN AND PALMER
GENERAL MEDICAL PRACTICE.
DR. PALMER,
22, MERRION-SQUARE NORTH,
(Corner of Holles-street.)
Physician and Surgeon of twenty-five years' practice, Science, Medical Doctor and Licentiate of the Royal College of Surgeons in Ireland, Accoucheur to the Rotunda Lying-in-Hospital, late Lecturer on Anatomy, Physiology, Dissections, and Demonstrations at the Peter-street School of Medicine.
Hours at Home—9 to 11 Morning, 1 to 4 Midday.
Sundays, from 9 to 11.
Evenings—Tuesday, Thursday, and Saturday, 7 to 9 o'clock.
Rules—Medical or Surgical Advice and Medicine (Compounded by his Apothecary), Five Shillings, at Dr. P.'s or the Patient's Residence; consultation by letter, 10s., Medicine included.

MONEY MARKET AND COMMERCIAL INTELLIGENCE.

(WRITTEN SPECIALLY FOR THE IRISH TIMES.)

Dublin, Thursday Evening.

The English Funds again advanced one-eighth per cent. to-day, and closed steadily, the continued improvement being still due to the plentiful supply of money in the market, and to the general belief that there is a mutual understanding between the Emperor of the French and the King of Sardinia on the subject of the Italian difficulty, and that perhaps Garibaldi, also, is acting a pre-arranged part.

Here there was a similar advance, and the market was more active than recently.

Bank of Ireland Stock improved one per cent., and closed strongly. National and Royal Bank Shares produced their previous value in both cases, and continued on sale at those rates. There were also offers to sell Hibernians.

In Steam, Atlantics produced last price, and City of Dublin £100 Shares continued their declining movement, having fallen back to-day £1 per cent. Dublin and Liverpool Ship Building Shares were dealt in at yesterday's quotation.

In the Mining Securities, Barravores (£1 paid) fell back to a discount of 2s 6d, and Connorees again slightly improved, and closed strongly. Wicklow Copper Shares remained at yesterday's supply of sellers, and closed with buyers. There were offers to buy General Mines, and for Mining Company of Ireland the last rate was tendered for immediate delivery, and a slight advance for the account.

Allsance Gas was again on sale at £10, and the nominal rates in Patriotic Insurance were £6 to £6½, and in National Insurance, £30 to £36½.

The business in Railway Securities was limited to Midland £50 Shares, which appeared to be steady at £54½, their previous value. Nominal rates for the other Stock and Shares were as follows:—Cork and Bandons, £13½ to £13⅝; Cork and Passage, £10¾ sellers; Cork and Youghal, £4¼ to £5; Dublin and Belfast, £43 sellers; Dublin, Wicklow, and Wexfords, £5 to £5¼; Great Southern, £11¼ to £11⅜; Great South Easterns, £6 to £6¼; Midland Halves, £27 to £27½; Newry and Rostrevors, £6½ to £7; and Waterford and Limerick, £23¾ to £23¾. Dublin and Drogheda £25 Shares were on sale.

In reference the transactions were in Dublin and Wexford, 5 per Cents., which continued steadily at their previous value; and in Great Southern 4 per Cents., which also produced its last rate, and closed similarly. Cork and Bandon 5½ per Cents. were in demand, the nominal prices in the 6 per Cents. being £4¼ to £4¾. Dundalk and Enniskillens, of the class A, were on sale at last rate, a decline of one-eighth being tendered.

The weekly traffic return still exhibits a favourable tendency, the results of eleven weeks' traffic being now presented. The most notable exceptions are the Midland, and Dublin, and Kingstown lines, in which, however, the falling off is not of a serious character.

DUBLIN STOCK AND SHARE LIST—SEPT. 20.

GOVERNMENT FUNDS.				
3 per Cent. Consols				92¼
Ditto for Account				92¼
New 3 per Cent. Stock				92¼
Ditto for new account, 12th October				92¼
BANKS.				
Bank of Ireland				238
National Bank				104
Royal Bank				27
STEAM.				
Atlantic (Limited)				64
City of Dublin				104
Ditto				—
Ditto lease of 1836				85½
Dublin and Liverpool Steam Ship Building				85½
MINES.				
Connoree (Limited)				19s 6d
Wicklow Copper (Limited)				72
Mining Company of Ireland				13
RAILWAYS.				
Dublin, Wicklow, and Wexford				44
Midland Great Western				54½
Do. Half Shares				27
RAILWAY PREFERENCES.				
Dublin, Wicklow, and Wexford, 6 per cent. perpetual				124
Great Southern and Western, 6 per cent. perpetual				99½
Dundalk and Enniskillen 6 per cent. perpetual				104
Class B				13

On Saturdays business commences at half-past twelve o'clock, and The stock brokers' offices are closed at three o'clock.
The next account day for shares will be the 28th September. Names to be furnished on or before the 29th.

PRICES OF IRISH STOCKS.

	Mon. Tues.	Wed. Thurs	Frid. Sat
3 per cent. Consols	92¼ 92¼	92¼ 92¼	92¼ 92¼
Ditto for Account	92¼ 92¼	92¼ 92¼	92¼ 92¼
3 per cent. Reduced			
New 3 per cent. Stock	92 92¼	92 92¼	92⅝ 92¾
Ditto for Account	91½ 92	92 92¼	92¾ 92¾
Bank Stock			

(BY MAGNETIC TELEGRAPH).

LONDON STOCK EXCHANGE—SEPTEMBER 20.

	OPENING PRICES.
Consols Money	92¼
Account	92¼
New Threes	shut
NOON PRICES.	
Consols Money	92¼
Account	92¼
New Threes	shut
1 P.M. PRICES.	
Consols Money	92¼
Account	92¼
New Threes	shut
2-15 P.M. PRICES.	
Consols Money	92¼
Account	92¼
New Threes	shut
CLOSING PRICES.	
Consols Money	92¼
Account	92¼
New Threes	shut

NOON SEMBLANT.—Exchequer Bills 1 prem.; Eastern Counties, 34¾; Caledonians, 92¼; Great Northern, 113; Great Western 72¼; Great Western of Canada, —; Great Southern and Western —; Lancashire and Yorkshire, 113¼; London and North Western, 100¾; Account, —; Leeds Northern, —; Manchester, Sheffield, and Lincolnshire, 47¾; Midland Stock, 120¾; South Eastern, 86¾; York, Newcastle, and Berwick, 99¼; York and North Midland, —; London and South Western, 91¾; Great Western, 73¾; Ditto, Half Shares, —; Ditto, Shares, —; Great Northern, A, 120; Grand Trunks, 4; North British, —; Great Western, —; Mexican, —; Turkish (new), —; Bank Stock, 227½; Edinburgh and Glasgow, —; Turkish (old), —; Spanish Passives, 19¾. Consols opened at 92¾ to ¾, and have continued steady at this price all the morning, little or nothing doing. Shares opened very strong with buyers, which however have on most hands maintained to the fall. Chatham Shares in demand, and Dovers dull. Canadian steady. Weather dull.

MONETARY AND COMMERCIAL.

(TIMES CITY ARTICLE.)

Wednesday Evening.

The English funds opened this morning with a fractional decline, but there was subsequently a decided tendency to improvement, and prices at the close exhibited considerable firmness. The influx of gold to the Bank is the chief support to the market, and there is also an increasing belief that there are secret understandings on the Italian Question, which will avert, for the time, any danger of a European collision. In the Discount market, the demand remains light. About £76,000 in refined gold, was bought by the Bank to-day. In the Railway market there has again been little business, the few transactions being chiefly on provincial account, but in most cases, another advance has taken place. York and North Midland improved one-half per cent.; Sheffield and Midland, one per cent.; Berwick and Caledonian, three-fourth per cent.; and other descriptions, one-eighth to three-eighth per cent.

(DAILY NEWS CITY ARTICLE.)

Wednesday Evening.

Although the movements in Italy continue to keep up an unsettled feeling the funds to-day were better, owing chiefly to the ease in the Money market. British Railway Stocks experienced a decided rise. Transactions still chiefly on Provincial Accounts; undiminished ease prevailed in Discount market.

FUNDS AND SHARES.

Caledonians, 92¼ ¾; Lancashire and Yorkshire, 113¼ ¾ Chester and Holyhead, 52½; London and North Western, 100¾; Eastern Counties, 34¾; London and South Western, 91¾ ¾; Edinburgh and Glasgow, 80 82; Great Northern, 116 17; Manchester, Sheffield, and Lincolnshire, 47¾ ¾; Great Northern A, 120 21; Midland Stock, 120¾; Great Western, 73¼; North British, 86¾; South Eastern, 86¾; Great Western of Canada, 13 8-16 5-16; York, Newcastle, and Berwick, 99¾ 100¼; Grand Trunk of Canada, 7¾ ¾; Great Southern and Western, 112 14; York and North Midland, 87½. Consols have been very steady all day, the only fluctuation being between buyers and sellers at 92 7-16, closing sellers. Shares opened very firm at improved prices, but they close dull at about the closing rates of yesterday; Leeds and Dovers the exceptions, Leeds being improved ¼ to ⅜, and Dovers declined nearly 1 per cent. Canadians steady, without change.

ENGLISH FUNDS.

CITY, THURSDAY EVENING.—The important news from Italy has not interfered with the upward movement in the Funds. A fresh rise of one-eighth per cent. has taken place. British Railway Stocks continue to attract attention. Lancashire and Yorkshire has risen five-eighths per cent., and Great Northern one-fourth per cent.

METROPOLITAN CATTLE MARKET, SEPT. 20.—The supplies of stock are moderate. Beasts and sheep have given way 2d, and calves 4d per 8lbs. Pigs are firm at full quotations. Beef, 2s 10d to 4s 10d; mutton, 3s 4d to 5s 4d; veal, 4s to 5s; pork, 4s to 5s 2d per 8lbs., &c. Supply—Beasts, 1,060; foreign, 530; sheep, 8,100; foreign, 2,300; calves, 520; foreign, 350; pigs, 330.

LONDON PRODUCE MARKET, SEPT. 20.—Sugar steady; 700 boxes HAVANA bought in. Brown, 41s and 42s; yellow, 42s to 45s 6d; white, 52s. Coffee—The only sale by auction consisted of 22 tierces, 16 barrels, and 3 bags of Jamaica, which sold at 62s to 68s, being full prices. Tea—Sales going much on a par with yesterday. Fine tea decidedly cheaper. Rice quiet, owing to fine weather, and a large business yesterday at higher rates. Saltpetre—1,000 bags Bengal taken in at 42s to 44s for 6½ and 8½ per cent. Tallow market quiet, 52s 6d on the spot; 52s 6d last three months; 53s 3d spring.

LIVERPOOL COTTON MARKET, SEPT. 20.—Sales, 8,000 bales. Imports, 12,160. Previously, 43,680. Market very firm.

MANCHESTER CORN MARKET, SEPT. 20.—Market was well attended. Prime old English wheat in moderate request, at an advance of 1s to 2s per qr.; and best descriptions of both old and new American and French were taken pretty freely at 2d, to 3d. per 70lbs. over the currency of this day se'nnight. The English offering was very inferior, and could not be disposed of; any samples of fair quality were saleable at full rates. Flour held with more firmness, for an advance of 1s to 2s 8d per sack, but the demand was limited. Oats and oatmeal rather lower. Beans were unchanged. Indian corn must be quoted 1s per qr. higher.

GLASGOW CATTLE MARKET, SEPT. 20.—Very little change to report in either number or quality at to-day's market. Prime oxen again scarce, and sold freely at fully last week's quotations. Middling cattle remains unchanged in value, but inferior sorts are more difficult to sell at lower prices. A smaller supply of sheep, demand good, and prices rather higher. Lambs almost out of season. Top Scotch oxen, 70s per cwt.: Irish, 66s; middling, 52s to 58s; inferior, 45s to 48s; mutton, 6d to 7d per pound.—Messrs. John Tiernan and Son's Report.

CORK BUTTER MARKET, SEPT. 20.—Firsts, 107s; seconds, 102s; thirds, 96s; fourths, 89s; fifths, 77s; sixths, 65s. 2,800 in market.

CORK CORN MARKET, SEPT. 20.—White wheat, 34s to 36s 3d; red wheat, 26s to 29s; barley, 15s 9d to 14s; oats, 12s to 15s 6d.

LONDON CORN EXCHANGE—WEDNESDAY.
The arrivals of English grain this week have been very small; also of foreign oats and barley, but of wheat good.
To-day's market was only thinly attended. The English wheat left over from Monday was disposed of at prices unobtainable on that day. Foreign was held firmly for 1s per quarter advance, which somewhat restricted business; buyers preferring to purchase American barrels, in which some large transactions occurred at rates which have not lately been realised.
Spring corn of all descriptions is firm, at Monday's prices.

ARRIVALS THIS WEEK.	Wheat.	Barley.	Oats.	Beans.	Peas.	Flour.
English	350	—	—	—	—	470 sks.
Scotch	—	—	—	—	—	—
Irish	—	—	100	—	—	—
Foreign	15,950	680	4,500	—	—	20,350 brls. 3,410 sks.

LIVERPOOL CORN EXCHANGE—WEDNESDAY.
At this day's corn market there was a large influence of the town and country trade, who showed considerable anxiety to get into stock. Wheat met with an extensive consumptive demand, and a large business was done at an advance of 2d to 3d per 100lb. on the week. Western Canal flour was inquired for, and 6d to 1s per barrel dearer, but in Southern and new York flour there was no perceptible improvement. Oats were in moderate request at about 1d per 45lb decline on the week, and oatmeal sold slowly at late rates. In barley, beans, and peas there was no alteration to note. Indian corn was in considerable favour, and brought fully 1s per qr advance; Galatz, Odessa, and prime yellow and mixed American not being obtainable under 35s per qr; white remained as last quoted.

LIVERPOOL COTTON MARKET, SEPT. 18.—A speculative demand for cotton to the extent of 7,000 bales has swelled the sales to fully 10,000 bales. Prices are unaltered.

SMITHFIELD CATTLE MARKET—THURSDAY.
The supply of beasts was larger than on this day week. There was a dull demand, particularly for export, at a reduction of from 10s to 15s per head since our last quotations. There was also a fair supply of sheep, which sold slowly, with a falling per pound reduction in prices. The primest heifer and bullock beef, 60s per cwt. sinking offal; second-rate and coarse beasts, 44s to 52s sinking offal; the best wedder mutton, 7½d per pound in sink; inferior and ewes, 6½d per pound in sink; veal, 7d per pound in sink.
CAVANAGH AND BULL, Salesmasters, Smithfield.

BUTTER CRANE, 18, THOMAS-STREET, SEPT. 20.—Firkin butter, first quality, 102s per cwt; second quality, 96s; third quality, 90s. Cool butter, 10d to 12d per pound.—J. Macken, Inspector.

GENERAL POST OFFICE, DUBLIN.
DEPARTURE OF FOREIGN MAILS.
Letters and newspapers may be posted at the G. P. O. for the following places, up to the subjoined dates:—

America (Quebec) [D]	..	Ten a.m., Sept. 21.
America (Boston, and Newfoundland [Q]	..	Ten a.m., Sept. 23.
West Coast of Africa [G]	..	Six p.m., Sept. 24.
America (New York) [S]	..	Ten a.m., Sept. 25.
America (New York)	..	One p.m., Sept. 25.
India, (Calcutta) China, Australia, &c., via Marseilles	..	Six p.m., Sept. 25.
India (Bombay) Spain and Portugal [S]	..	One p.m., Sept. 26.
Gibraltan	..	Six p.m., Sept. 26.
America (Quebec) [D]	..	Ten a.m., Sept. 28.
America (New York) and Bahamas [Q]	..	Ten a.m. Sept. 30.
France, Italy, Switzerland, 1 p.m., and 6 p.m., daily. Belgium, Holland, Germany, 6 p.m., daily.		

English postage stamps may be used in Malta, Gibraltar, Constantinople, British West Indies, and the Foreign parts touched at by the Mail packets on Western Coast of Africa.
Letters, &c., for America, by the Cunard Steamers, at the G.P.O.; are in time, up to 10 a.m. on Friday and Sunday, for the Mails via Derry and Queenstown.

The publication of the IRISH TIMES commenced on yesterday morning at 4 o'clock a.m., and terminated at 12 o'clock noon, and the Third Edition at four o'clock, p.m.
The circulation of the IRISH TIMES for the week ending Saturday, Sept. 14, amounted to 60,708, making a daily average of 10,128 copies.

PUBLIC AMUSEMENTS—FRIDAY, SEPT. 21.
Diary of Exhibitions, Performances, &c.
THEATRE ROYAL—ITALIAN OPERA, AT 8 O'CLOCK. This evening—"Orpheo and Eur dice," a Comic Scene—"Don Bucefalo," to conclude with the last act of "La Sonnambula."
ROUND ROOM ROTUNDO.—Buckley's Serenaders—Every Evening at Eight o'clock.
ROYAL DUBLIN SOCIETY.—Library open daily to visitors introduced by members. Museum of Economic Botany—Open for arrangement. School of Art on Fridays; Agricultural Museum every day, free.
MUSEUM OF IRISH INDUSTRY, STEPHEN'S-GREEN.—Open daily, free.
IRISH INSTITUTION GALLERY, No. 81, LOWER BAGGOT-STREET.—Collection of Paintings by the Ancient Masters. Open on Mondays and Tuesdays to the public; reserved on the other days for students and members and their friends.
ZOOLOGICAL GARDENS .. .. .. Open daily.
BOTANIC GARDENS, GLASNEVIN .. Monday, Wednesday, Friday, and Saturday.

"Pretty Tube of Magic Power,
Charmer of the Leisure Hour."
HAVE you a Briar Root Pipe? If not, why not? They are Sold at Continental Prices, at
EDWARD KEEVIL'S PIPE WAREHOUSE,
27, MERCHANT'S-QUAY, Dublin.
A Sample free by post, for thirteen stamps.

SPECIAL ANNOUNCEMENT.
GEORGE D. HIPWELL AND CO.
have great pleasure in announcing that they have opened their New and Extensive Premises,
7, LOWER SACKVILLE-STREET,
With a most Superb Stock of
AUTUMN GOODS,
Purchased in the best English and Scotch Markets.
They beg to assure their customers, that in the selection of their Stock, they have exercised the greatest care in buying nothing but the most fashionable and reliable materials, such as will guarantee for them a large increase to their Trade.
Their extensive Ready-made Warerooms—distinct from the Order Department—is fully stocked with a first-class variety of every style of garment, cut and finished as well in every particular as if specially ordered.
GEORGE D. HIPWELL & CO.,
MERCHANT TAILORS,
7, LOWER SACKVILLE-STREET.

3, WICKLOW STREET,
11th September, 1860.
(Three doors from Grafton-street.)
RESPECTFULLY announces the arrival of my Supply of COATINGS, VESTINGS, and TROUSERINGS, suitable for the present and approaching season.
In every Department the productions, both in style and material, embracing every novelty possessing excellence, surpass those of any former year.
My Stock having been selected with the greatest care from the most eminent London, West of England, and Scotch Houses, needs only to be seen to be appreciated.
Having made arrangements so as to dispose of these goods at the lowest remunerative profits, I respectfully solicit the attention of gentlemen who desire first-class style and material, combined with Moderate Prices.
FREDERICK H. JUDGE,
MERCHANT CLOTHIER.
Many years manager for Mr. George Macdona, former Proprietor of 32, Molesworth-street.

PREVENTION IS BETTER THAN CURE.
COLD MORNINGS AND DAMP EVENINGS
at the beginning of Winter, should remind those who value the blessings of health of the necessity of putting on Warm Inside Clothing, before it is too late, and the next consideration with them should be, where to get it? Flannel and Cheviot, combined with Moderate Prices.
Since opening our new concern at No. 4, D'OLIER-STREET, (near Carlisle-bridge), past experience, coupled with the smallness of our expenses, has enabled us to give great satisfaction to all our friends and the public with the same class of prime goods which they were formerly accustomed to get at our Celebrated House in WESTMORELAND-STREET.
In order to uphold our name and prestige, we have just laid in a stock of Winter Goods, which for variety, cheapness, and quality, cannot be surpassed.
Those who require Vests, Drawers, Woollen Socks, Shirts, Ties, Braces, Collars, Gloves, &c., are respectfully invited to call at our Establishment, where our dresser by night and our thoughts by day, is how we can best add to their bodily comforts, and where the large business we are doing is a proof that our present exertions and the remembrance of our former sameness of quality, is fully reciprocated and encouraged by a vast number of our former patrons.
Should old acquaintance be forgot?
The best value and quality!
Those who in youth our wants supply,
In age we never should pass by.
M'MAHON and CO.
formerly of Westmoreland-street; now of No. 4, D'Olier-street, (near Carlisle-bridge.)

THE REGISTERED KNICKERBOCKER PANTS.
CERTIFICATE OF THE REGISTRAR-GENERAL OF DESIGNS.
USEFUL.
No. 4,297.
Designs Office, London,
12th day of Dec., 1860.
I hereby certify that the Design of which this is a Copy, was on behalf of BROWNE and PAYNE, of Sackville-street, Dublin, Registered this Thirty-first day of August, 1860, in pursuance of the Designs Copyright Amendment Act, 6 and 7 Vict. c. 65.
Ext. J. H. Bowie,
CLEMENT JOHNSON, Registrar.
BROWNE & PAYNE
In directing the attention of the Nobility and Gentry to their Registered Knickerbocker Pants, beg to state that their New Design is now Registered in their name solely in the Designs Office, London. The advantages arising from the shape and configuration of the new parts of this design consist in the protection afforded to the knees, both in rid ng and in walking through grass and other crops, and insuring to one garment both Trousers and Gaiters.
Patent, explanatory of the design, are now on view at our Tailoring Establishments,
19 AND 20, LOWER SACKVILLE-STREET,
AND
70, GRAFTON-STREET,
BROWNE AND PAYNE,
Clothiers to his Excellency the Lord Lieutenant.

GEORGE MACDONA AND CO.
32, MOLESWORTH-STREET,
Wears largely supplied in every leading Fabric for the present and approaching season, and have made out that of Meadra, the Queen's Cloth, of London, ready for immediate use, every size and approved design in
PALETOTS, FROCKS, CAPES,
WALKING, DRESS,
AND
LOUNGE SUITS.

AT this, the end of our first season in business, we desire to thank our friends and the public for their liberal support. We started on the principle of giving our customers the best possible value, both in style and quality for ready money, and attending personally to each department of our trade. In adhering to these principles we have been well supported, so that we are encouraged to use greater exertion to secure for our customers every advantage to be derived from a thorough knowledge of the markets and the most improved system of cutting.

At the commencement of this year we introduced, for the first time into Dublin, the SCOTCH ANGOLA TROUSERS at 18s. Throughout all the Trouser Trade this was the most talked of article. We pay particular attention to the CUT and MAKE, which, together with the perfect suitability of the ANGOLAS, give to the Trousers a gentlemanly fit and appearance; nothing but the most judicious combination of taste and the strict adherence to present cash terms, could enable us to offer Trousers of so good a quality and make for 18s. per pair.

We have just received a first-rate assortment of Trouserings and materials for Frock, Lounge Suits, Capes, and Overcoats, which we intend selling at Prices consistent with our maxim of giving HONEST VALUE FOR READY MONEY.

KENNY and OWENS,
Merchant Tailors,
54, DAME-STREET.

The Irish Times.

DUBLIN, FRIDAY, SEPTEMBER 21.

FROM the moment the spawn of salmon is laid upon the gravel, under the fresh and rolling current, it is the object of pursuit alike to almost all creatures, maritime or terrestrial. The red and white trout, perch, roach, and eels, swallow the spawn by thousands; sportsmen seek it for bait, and even a hungry salmon will feed upon it. When the eggs burst, and let the little creatures free to their world of waters, they are lain in wait for by every fined creature of the stream. If they escape from them to the bank, where the roll of the river breaks the tide, there is a multitude of pollock, blocken, sea carp, and codling, lie in a semicircle to receive them. There are otters, pike, and trout, in the river, and there are porpoises and seals outside, waiting until nature compels the fish to return to their native stream. Then man devises all kinds of engines to ensnare them. There, under the mountain, the poacher "burns the stream," and the "spearer" stations himself where the river narrows, and he pierces the fish as he watches it glancing against the current. There is the long net stretched across the mouth of the river, the bag net, the seine, the cruive, the box, the wier net, and the casting net, all planned to catch the greatest quantity of salmon as they ascend the stream. Then there is the cross-fisher as well as the poacher, who "drugs" the holes; the boys who hunt the fish in shallows, and the spearman from the bank. The wonder is, not that the numbers of salmon are diminishing, but that we have any salmon at all. It is almost a miracle how any escape to perform the function that nature gave them, and to replenish the water. Yet the interests of the fishers, both at the mouth of the stream and in its upper course, ought to be the same. Their objects should be identical. The fisher at the mouth should, even for his own sake, allow a proportion of the fish to run up the stream, otherwise he will have no young brood for after years. Unless he allow the rod-fisher up the river a fair chance of sport, how can the latter be expected to clear the spawning beds of rough gravel, carried from the mountains to protect the spawn and fry, to destroy the vermin which prey upon it, or to protect the breeding fish? Most unfortunately, many of our fisheries are let for terms of years; towards the close of the term it is the lessee's interest to capture as many fish as possible, quite careless as to the worthlessness of the fishery after his time is out.

A correspondent, whose letter we published yesterday, has called our attention to the present state of the Moy fishery at Ballina. As his remarks are applicable to many other rivers as well as the Moy, they deserve a passing notice. He asserts that "a "net is fastened from one shore to a boat anchored "within a few feet of the opposite bank, and when "sufficient numbers of salmon have been stopped, "that the net is swept round, and all are caught." There is "no queen's gap in the net." Any salmon which escape the net are caught in the boxes. A few, indeed, of small size manage to squeeze through, but with the loss of their scales. During the night the river is netted by the lessees with cots, in all directions, so that scarcely a fish can escape to supply spawn for a new stock. This is a picture of extravagance which must end in the ruin of the fishery altogether. With some misgivings we look to the Fishery Commissioners' report upon the Moy river, and we find "that the "salmon fishery is not improving;" "the take is "much less productive than in 1858," and that "the "quantity of breeding fish observed in the rivers is "much less than in the preceding year." Yet, in the face of all this, the Conservators require that the meshes of the nets should be made of a smaller size, so that not a goodly salmon could escape.

It is supposed that the "Conservators" of the different salmon rivers in Ireland, being elected by those who take out licences in the respective districts, would naturally defend the interests of all who live near the stream, as well as of the professed fishers at the mouth. But our correspondent informs us that the appointment of the Conservators is entirely in the hands of the agent for fishery lessees, who carefully excludes all upper proprietors and practical fishermen. Our correspondent refers to "the conditions" upon which licences to fish in the River Moy are granted. This is explained by reference to the evidence of Mr. Ffennell, one of the Irish Fishery Commissioners, before a select committee of the House of Lords. In answer to Question 2395, he asserts that he is quite aware that notices like the following are actually issued:—

"Leave is hereby given by the proprietors of the ——Fishery to —— to angle in the River —— "for salmon and trout from the present date until "the 20th of August, 1860, it being expressly understood that all salmon taken will be sent to the "fishery office as soon after being caught as possible, "and that Mr. —— *do vote at the election for Conservators for the district as the said proprietors or "their agent may direct.*" To limit the number of those who would otherwise be inclined to take out licences, the salmon taken must be given to the lessee of the fishery; and if any gentleman is so enamoured of the sport as to submit to these conditions, he must undertake to vote for that person whom the agent for the fishery may select as a Conservator. It is quite manifest that, under these circumstances, the opinions of the Conservators must be merely the opinion of the fishery lessees, and consequently are altogether *ex parte*.

If we would wish to restore our salmon fisheries to their former flourishing condition, and, indeed, if the lessees of fisheries would consult their own interests eventually, there should be a "queen's "gap" in every net, a "ladder" up every steep wier or obstacle to the progress of the fish up stream. There should be no fishing at the second tide on Saturdays; the workmen should not be permitted to place objects in the stream intended to scare away the fish when the boxes are open, and all fixed nets should be removed. If these arrangements were carried into effect, the interests both of professed fishermen and landowners would be consulted for, and the owners of fisheries would not be compelled to destroy the fishery for years, in order to secure a good profit while their lease holds good.

The *Times* on the Surrender of "the Irish Brigade" at Spoleto:—

The Pope is not happy in his appeal to the sword. Cialdini retains his good fortune, and pushes his successes. In a pitched battle under the walls of Ancona he has defeated Lamoriciere, and shattered to fragments that mercenary force which was the last hope of the Sovereign of the Pontifical States. Lamoriciere, whom the last accounts had described as seeking a junction with the Royalist Neapolitan troops, and threatening a southward movement upon the Garibaldians, had appeared suddenly before Ancona; Cialdini accepted the offered battle, and the event has been that the African General was totally and entirely routed. Those band from whom so much was expected, seem to be of no avail whatever against the Sardinian soldiers. This fire-eating and pious soldado, who had fulminated such dreadful threats, and who was known to have done such strong deeds among the Arabs, has really done nothing in Italy which might not have been done by one of the College of Cardinals. With 11,000 men and the vigorous aid of the garrison of Ancona he has simply marched up to a signal defeat. He has been beaten upon his own ground, and upon a field of his own choosing—he fairly and as innocently beaten as a young ensign might be in his first skirmish. If Lamoriciere do not effect something better than this to justify the noise his name has made in Europe we shall soon begin to believe that he has been rated by comparison with a different enemy to that with whom he now has to cope, and that he is only good to smoke out Arabs and drill Irish mercenaries.

However, there must have been one other obstinate fight, for the telegraph tells us that "six hundred prisoners of war taken at Spoleto are Irishmen! We have not yet received the account of the great battle. The struggle was, perhaps, so desperate, and the carnage so tremendous, that all hands are too busy burying the slain to spare time even for working the telegraph wires. Spoleto is, of course, a mass of ruins, only there is no one just now at leisure to tell us the fact. Spoleto was famous for her defences. She gave the first repulse to Hannibal, and emblazoned the boast upon her gates. Her people could that fight with Hannibal from whom Thrasymenus have been to that last scene which has been so curtly yet so fully described in the sentence we have above quoted? "The six hundred prisoners of war taken at Spoleto are Irishmen!" What compression there is in this laconic phrase! How it opens out into a thousand details as we meditate over it! The comparative anatomist looks upon the tooth, and the whole creature becomes shaped forth in his mind. We look upon this telegram, and we ask ourselves what must have been the preceding circumstances to such an event as is here chronicled. What noise and bloodshed does this result involve? We remember that the "Irish" of whom this telegram speaks are the Irish heroes who went forth, inflamed by religion zeal, to champion the rights of their Holy Father, and to trample out the discontent of his rebel subjects. These heroes were a mixture of the swashbuckler and the Saint. They were fighting Irishmen, eager to cut the throats of Italians, and pious Irishmen, hoping for Heaven and good pay for their pains. All Ireland looked to them with pride, and the Pope and his Cardinals sheltered themselves under their shadow. Now, that the Sardinians should have made six hundred of these heroes prisoners involves all the antecedents of a tremendous fight, enduring so long that, after seeing all their comrades fall around them, the remainder of the sacred band, fatigued with slaughter, must have sunk down exhausted under the pressure of overwhelming numbers. What brave deeds have been done for the honour of Old Ireland! How bright the valour of the Irish will shine among the nations! How ardently other distressed tyrants will now bid for such a profitable and steadfast guard! Although all elsewhere is going wrong, although Lamoriciere has been routed before Ancona, and guns, arms, and Generals are among the spoils, yet there is a resting-place of satisfaction in the desperate gallantry of the noble Irish who have made the defence of Spoleto, if disastrous, still illustrious.

We must have a statue erected to Ireland's own Papal Brigade, and especially to those six hundred. There is a precedent for it. Mercenaries are not generally thought to have much to do with glory or with honour. When they are paid their wage of blood, and when they have earned it by the animal courage of the hound, whose instincts they imitate, accounts are quit between hirelings and master. But even low qualities may be intensified into grandeur; and when our English tourists go splashing up the little back paths to look at the Swiss Lion at Lucerne there is no inclination among them to believe that even foreign hirelings who died at their post, and disdained to surrender or retreat, deserve an honourable memory. It would be an insult to the braggarts of the Irish people—who, as distinguished from the Irish people themselves, have been the great supporters of this Papal Brigade—to doubt that the actions of the Irish Papal Brigade are not the least equal to the devotion of the Swiss in Paris. So let us set about getting up the statue. If a site be wanting, Mr. Smith O'Brien will perhaps be able to negociate the purchase of the cabbage-garden of that lone widow. Since the telegram flashed the fact of the great Irish captivity upon this metropolis its inhabitants have, of course, been impatient for further news. Some sanguine Irishmen have insisted that the whole thing was but a ruse; that six hundred Irishmen, in any Sardinian camp, were enough to turn it inside out, and that they would even yet be heard of marching to Rome, after dispersing the Sardinians and Garibaldians, and with the Pope and Garibaldi in their train as prisoners. Other very different and very distressing, not to say impossible reports, are dropping in while we write. It is even averred that there is no account of any great carnage to be received, that there are no deeds of Irish heroism to be recorded, that these heroes, blessed by the Pope, and relied upon for desperate fighting, gave in without anything worth the name of a fight, and have all been taken in a heap, huddled up together like so many of their own pigs. There are most unpleasant rumours that these our compatriots, white men of our common country, have behaved no better than as many Hindoos, and that these six hundred fellows are all sound in skin and quiet captives to a few Italians. This, if true, is very vexatious. We knew they were going out to disgrace us. It cannot but be a blot upon the fame of a free people that cutthroats have gone out from among them to serve as the instruments of despotism. We knew we should have to endure this reproach; but we never thought that six hundred Irishmen could be picked out, even from the refuse of the population, who, in the cause what is may, would surrender without a fight. The Sardinians are treating their prisoners with a contempt which seems to favour the idea that they obtained them without much trouble, and that they do not reckon the captivity of 600 of the Pope's Irish as an achievement. Cunning Count Cavour tried to make a favour to England of giving up these valuable acquisitions to the British Minister; but Sir James Hudson did not think that these chapfallen heroes came within the definition of "distressed British subjects" whom it is part of his duty to help towards their homes. They are the Pope's soldiers, not ours. We never had any Irish in our service who behaved with the cowardice these men have shown, or who have so softened under the tuition of their priests. But then, indeed, we never sought out the class of Irishmen fit for the work to which these were destined.

So ends the Pope's Irish Brigade. It is a disgrace. The country must feel rather as a family feels when a *mauvais sujet* whom they knew to be a ruffian turns out also to be a sneak

mined in the presence of
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were passed was the
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ented Professor Glover upon
ttended his labours in the
chool. Everything passed
e boys were all drawn up
hool, and when the Lord-
ey cheered loudly and
d rounded the gate.
—ARDNACLOY, SEPT. 17.
ential meeting was held to-
is town, at which both the
sts of the town and neigh-
ented. The object of the
iate measures for the con-
way, which was proposed
loy to Glasslough. J. W.
.P.; James Crossle, Esq.,
Esq., J.P.; Thomas R.
enry Montray, Esq., J.P.;
; William Scott, J.P., and
re appointed a committee
out the intentions of the
instructions to wait upon
ay before them the list of
licit their aid in the under-
proposals from any other
of shares subscribed for at
amounted to upwards of
the names of all the landed
urhood, as well as nearly
the town, thus proving the
he project. R. W. Lowry,
Maley, Esq., solicitor, Dub-
, C.E., attended the meeting,
construction of a line from
passing through Pomeroy,
oy, to work in connec-
and Belfast Company, *which*
tained by many of the meet-
wn as a successful manager
sed the meeting on the im-
unication and the necessity
immediately obtaining the
of the establishment railway
it will be to secure the traffic
.—*From a Correspondent.*
RY OF MR. PURCELL FITZ
of the Little Island, and
rty Waterford, Mr. Purcell
returned from England to
ated the event by a dinner
place in the Castle of the
o'clock. Mr. Fitzgerald,
Hession, agent to the Eng-
agent to the Irish estates;
clergyman; the Rev. Mr.
Mr. A. H. Roberts, sur-
and several other gen-
in the large room of the castle,
respectable farmers amongst
After dinner Mr. Fitzgerald
e kindest terms. He laid
intended to pursue with
ired estate of Ballygunner
s were subsequently enter-
at an elegant dinner; and
ancing and athletic sports,
kinds. It is understood he
ildren on Thursday.—*From*

farmer named John Whelan,
lock, on Tuesday afternoon,
unfortunately proved fatal,
ing (Wednesday), at one
, somewhat unaccountable,
lonals of cool were passing
bro, co. Kilkenny, in charge
in charge of the last one.
efore deceased, was attracted
urning round, he perceived
e unfortunate man lying a
insensible. It appears the
y on the loaded car when it
the horse dragging the car
the river at present very full of fish, as they
seen breaking the water in every quarter. The greater
part of the fish that we have seen showing themselves
are clear and silvery; last year they were getting brown
by this time; but the salmon are, like the season, some-
what later this year."

THE KING OF NAPLES.—The new number of the
Revue Contemporaine makes the following practical
reflection on the fall of the King of the Two Sicilies:—
"What a striking lesson for all despotic Powers! The
Neapolitan king wanted none of those excuses for blind
confidence upon which all similar Governments rely.
He had a strong army as compared with any of the
neighbouring States, the best navy in Italy, an able
administration, and a police improved to a fearful degree
of perfection. Moreover, he enjoyed that sort of popu-
larity which the multitude so easily accords and so
lightly withdraws; and he may well have had faith in
the acclamations with which the lazzaroni hailed the
restoration of his father's absolute power. The only
thing that he had not was the concurrence of that class
of society, which, although numerically small, is en-
lightened, and only gives its support to an intelligent
and Liberal Government, and whose adhesion—although
the most difficult to obtain—is also the most useful and
the most lasting. The defection of this class entailed
that of every other. The hostility of the intelligent
classes gradually spread throughout the country, and at
length a little leaven leavened the whole lump. The
multitude changed its idol, and the same voices which
not long since vociferated for Ferdinand II., now readily
cry, 'Garibaldi for ever!' The army, enervated in its
ranks by the cancer of the people, reflects, as is ever the case,
popular feeling, saw in the new *régime* new prospects
and hopes. It was then perceived, but too late, that it
is folly to rely upon brute force against intelligence, and
to attempt to govern a country without the assent of its
leading men. The proximate cause of the fall of the
King of Naples was the desertion of his troops and the
apathy of his people. But his army would not have
betrayed, and the people would not have abandoned him,
had it not been that they were irresistibly drawn into
the current of opposition by the enlightened classes
which rebelled against a system of government incom-
patible with the progressive ideas of the age in which
we live. No Government can now violate with impunity
those general laws the forgetfulness of which has ruined
the Neapolitan Bourbons. Rulers must of necessity
reckon with the enlightened classes, and omit them in
a due estimate of the direction of public affairs. If they
refuse to do this, they provoke the animosity of enemies
against whom armies can do nothing, and whose in-
fluence in the long run will get the better even of the
fanaticism of the masses."

MILLSTONE MAKERS CONSUMPTION.—It appears from
a paper in the *Medical Times and Gazette* that there
are in London a certain number of masons whose spe-
cial avocation it is to prepare for use a peculiar kind of
millstone known as the French Burr. This stone con-
sists essentially of flint, and has for centuries been quar-
ried at La Ferte, on the Marne, to the east of Paris.
The peculiar hardness of this stone renders it much
more dangerous to work, and it is much more liable to
chip into small particles of extreme sharpness than are
the stones commonly employed in our grindings, such
as the Yorkshire or Derbyshire grit, the Scotch granite,
or the German basalt. The "picking" of these "burrs"
is effected by a steel chisel struck by a hammer, and
every stroke is attended by a flash of light and a cloud
of dust and small particles of stone. There are, it seems,
only four shops in London where these stones are
worked, and Dr. Peacock estimates the whole number
employed upon them as probably not more than fifty.
Having seen many of these men as patients at the Vic-
toria Park Hospital on account of chest affections
brought on by their employment, he was led to make
extended inquiries at the places of work, the results of
which are embodied in the paper referred to. The sub-
joined are the principal of his conclusions:—1. That
the average age of those engaged in this occupation is
very low indeed. Of 23 who had been apprenticed to
it the average age was 24.1 years; and one of the fore-
men stated that the longest period he had ever known a
man to work at it was 13 years. 2. That the fatality
among these men is directly due to their inhalation of
particles of silex; but that the injurious influence of
the latter is much aggravated when the men are intem-
perate. 3. That the form of the disease induced may be
either chronic bronchitis or phthisis, according to the
predispositions of the patient. 4. That the presence of
the siliceous particles in the lung tissue may be proved
by chemical examination.

BEAUMONT INTO THE CHURCH.—Beaumont family is one of the
miles in England, and we are
present youthful lord was re-
Church on Sunday last, before
ning service, at Christ Church,
incumbent, the Rev. H. James,
Rev. A. Cannell, in the pre-
t and a select company of
Mercury.
ROSS.—A fire broke out on
morning, between three and
es of Mr. Clarke, ship biscuit
which has destroyed property
thousand pounds sterling.
ing ale stores, first smelt the
time. Mr. Inspector Allison,
with a large body of police,
the engines, which were also
e. Plenty of water was ob-
e burning house, but in spite
apidly. At last the roof fell
on of the building became a
prevented the adjoining
lived in the catastrophe, but
accomplish.
e determination of Mr. Dunn
ollow his client or any of the
request of Mr. Slack, the so-
ntestre magistrates to inves-
y should be examined by
Bath, induced Mr. Slack to
an examination of all con-
at Roadhill House, in Mr.
ntimation to that effect was
ved by Mr. Dunn on Friday
day afternoon Mr. Slack
ant of police, attended at Mr
ened by examining most

called by the natives "Aurungzebe," after that Em-
peror, who was a victim to it. In ten months, 114
soldiers of her Majesty's 88th, besides officers, women
and children, were afflicted with Delhi boils all over the
body. In three months after their arrival in the city
the sores made their appearance. They disfigure the
appearance of the patient, and appear on the same spot
in many cases, four times, leaving behind the trace of a
deep wound. Dr. Fraser agrees with the theory of the
natives, which ascribes them to the water of the dis-
trict impregnated with salts. A similar disease appears
in Sindh and Mooltan, where the water is the same. It
appears most after the rains, when the wells have been
filled with water percolating through the saline soil.

SERIOUS COLLISION BETWEEN SEPOYS AND MO-
PLAHS.—A letter from Cochin, dated the 31st July
says:—"A serious collision took place last evening, at
Calvetty, between some two hundred Moplahs, and
about fifty or sixty men of the detachment stationed in
the town. Ten or twelve men of the newly organised
police were also engaged in the mêlée, who appear to
have sided with the Moplahs, and been the foremost
amongst the combatants. The circumstances that led
to the outbreak are as follow:—Yesterday being the
last day of the Mohurrum festival, both parties
(who have often been daggers drawn with each other)
sallied out, at about twelve o'clock, from their respective
rendezvous, towards the beach, to wash themselves in
the sea, as they are wont to do annually on such occa-
sions. Ten or fifteen persons of each party were in
various disguises, such as 'tiger,' 'bear,' 'baboon,' &c.,
each acting himself in the manner befitting the animal
he represented. Thousands of spectators, and almost
every kind of music which native ingenuity has
invented, accompanied the two processions. Both
parties in a few minutes came in contact, close to
the yard of Messrs. Oughterson and Co., when a
'tiger,' from amongst the Sepoy party, leaped
amidst the other party, and attacked one of their
'tigers,' with an impetuosity worthy of his brother of
the forest himself. A fierce struggle ensued between
the two savages; but ere long the assailant was com-
pletely worsted. It of course wounded the pride of the
Sepoys, who would not in consequence allow it to pass
unrevenged, and every one of them *as masse*, 'tigers,'
'bears,' 'baboons,' and all, rushed upon their antagonists
and commenced a grand fight. The Moplahs, after a
short resistance, during which they did not fail to level
many a one to the ground, began to give way; when eight
Arabs, just landed from one of the vessels in the harbour,
finding their co-religionists on the point of being routed,
entered the arena, rallied their party, and attacked the
Sepoys so manfully, dealing such heavy blows at the
latter, with the ponderous clubs with which they were
armed, that the fate of the day was soon decided. The
sepoys, unable longer to cope with the other party,
retired gradually from the field, not, however, before
disfiguring a good many Moplahs, of whom one, I hear,
is in a dangerous state, having received a severe contu-
sion on the head. It would appear that during the
affray two of the Moplahs who were violently assailed
by a number of their antagonists, escaped from their
hands by jumping into the river, and are believed to have
met with a watery grave, not being found or heard of as
yet. Some of the Moplahs are now under custody, by
the order of the magistrate."

THE BRITISH GOVERNMENT AND THE NIZAM.—Let-
ters from Secunderabad in the Deccan, inform us that
at length the British Government had rewarded his
Highness the Nizam of Hyderabad in the Deccan, and
his minister, and the chief nobles. Khilluts were to be
presented, the value of which was variously reported,
but the general impression was, that it would not exceed
the cost of one lakh of rupees for the Nizam, thirty
thousand rupees for the minister Mookh-ool-
Moolk, and the same sum to Nowab Shums-ool-
Oomrah Ameer-rookaheer. As a further mark of
the British Government's sense of the Nizam's
loyalty during the crisis of the eventful years of
1857 and 1858, the two assigned districts of Nuldroog
and Raichoor are to be restored to the Nizam. Their
present estimated rental is fourteen lakhs. This gift
will cause great changes in the Hyderabad commissioner's
clippings, which appear to be the order of the day. It
is calculated that the Public Works Department, the
Chief Commissioner's establishment, the two deputy
commissioners and their subordinates, European and
native, must suffer: the police also will be reduced to
one-half, &c. In return for all these favours, his High-
ness the Nizam is willing, it is said, to cede in perpe-
tuity, certain tracts of his country which the Madras
Inland Navigation Company are desirous should be
considered as English possessions.

NEW GUINEA.—The part of the East of which we
know least (next to Western China), is the interior of
New Guinea. In the "Naturkundig Tydschrift voor
Nederlandsch Indie" is an account of the expedition
sent by the Netherlands India Government in 1857,
with the view of founding a settlement. Pulo Adi, the
largest island close to New Guinea, is twenty-five miles
long and five broad. Between it and the mainland are
five small islands uninhabited. From the mouth of the
Karufa river on the west coast, the great hills appear to
form a level plain, from which to the north-east rises a
chain of mountains 2,000 feet high. To the west is a
second range of limestone hills, through a break in
which a sharp peak was discovered, probably an extinct
volcano. The whole is covered by a dark green forest,
from which rocks of dolomite occasionally appear. The
expedition explored the Karufa, which takes its rise in
the first mountain range, flowing almost due south.
Its course is jungle, and discharges itself by five mouths.
A bar at the mouth, over which the surf breaks, makes
the entrance of ships impossible. New Guinea is a
virgin island, waiting for a master. It will be long
before the course of Australian colonisation leads us to
occupy it. The Dutch or French will be before us.

A CHEAP CONQUEST.—The conquest of Naples by
Garibaldi, which was effected in twenty-one days, only
cost his army, according to official reports, eight men
killed and sixteen wounded.

THE CLIMATE OF INDIA.

That the removal from the scene of their appointed
labours of two such workmen as Sir Henry Ward and
Mr. James Wilson is a great national loss, is not to be
doubted. But we fear that the evil is not to be measured
by the extent of their individual services, however great
they might have been. There is, in such cases, a
greater evil in the distance. The service is *posse*,
which India is deprived by such accidents are greater
even than those *in esse*. It is a great national calamity
that India should acquire an evil name, and become a
locus terroris to the enterprise and intelligence of Great
Britain. Sir Henry Ward and Mr. Wilson were, no
doubtedly, destroyed by the climate of India. It is not
very well to say that they might have died in
Hertfordshire or in London. We should be informed
that the Almighty power, for its own wise ends, may
smite down the best human workmen as easily in
Montpelier as in Golgotha; but, humanly speaking, if
the two statesmen who have recently been snatched
from the field of their labours in the prime of life had
worked in a more congenial climate, they would still
have been labouring amongst us. Cholera and dysentery
are two of the most fearful scourges—we may say the two
most fearful scourges—of the human race. The first
of these was destroyed by the first; Mr. Wilson by the se-
cond. Now the circumstance of the deaths, within a very
short time of each other, of those two eminent men, does
not render it any more likely than before those events
that the next public man who proceeds to India, in ma-
ture age, should be smitten down in the same inscrutable
way. Indeed, it would seem that in accordance with
what is called the "doctrine of chances," the antece-
dent deaths ought rather to be regarded as preventives
of than provocatives to the recurrence of such disasters.
Humanly speaking, the day after a railway accident on
a given line is the safest day in the whole year on which
to travel upon it. The chances of two Governors
of Madras or two Indian finance ministers being carried
off by death, one after the other, within a few years, are
remote that any one might safely venture to insure, at a
moderate premium, the life of Sir H. Ward's or of Mr.
Wilson's successor. But people are not prone to calculate
chances in this way, or to argue thus reasonably about
the matter. A feeling of safety is engendered by the long
absence of disaster, although every year of immunity
renders the danger only more imminent. Besides, with
respect to India, it must be acknowledged that there
have been exceptional seasons, during which all such
doctrines as we have spoken of have been falsified—
all such natural laws violated. Eccentric periods have
occurred, and may recur. It is not to be forgotten that
within a very few years after the establishment of the
Indian episcopate, four bishops were carried off in the very
prime of their lives. A recent writer has described
with more emphasis than elegance, another exceptional
period when there was a "mortality among the judges."
We cannot be surprised, therefore, if the real probabilities
of the case should be lost sight of, and something like
a panic should be engendered by the distressing events
which have brought the insecurity of life in India so
prominently before us. Indeed, we very much doubt
whether Indian service will not be, for some time to
come, at a discount among statesmen and administrators
who can find profitable and honourable employment in
more salubrious parts of the world.

It is possible that the prevalence of this feeling may
for some time to come, be injuriously apparent in the
deteriorated character of our Indian rulers. It is pre-
posterous to suppose that men will expose themselves
to such risks without adequate temptations to incur
them, if they have any prospect of collecting, by the
energy and ability to any amount of professional success,
home. Yet there are, we fear, statesmen in the
present day (the present Secretary of State for
India, we believe, not one of them) who think that
they can render India no better service than that
involved in the reduction of the salaries of her public
servants. There can be but one result of such reduction
—the rapid deterioration of the whole race of Govern-
ment employés, which must eventually entail a loss
to the public revenue, far exceeding any gain that can
be derived from such a paltry economical measure as
the curtailment of a few salaries. It, then, the deaths
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the eyes of the public to the fact, that Indian service is
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from 50s to 56s per cwt.: stores from 25s to 35s each: suc
lings from 70s to 92s a couple.—*Tipperary Examiner.*

THE IRISH TIMES, FRIDAY, SEPTEMBER 21, 1860.

Correspondence.

ORPHAN REFUGE.

TO THE EDITOR OF THE IRISH TIMES.

Office, 1, Upper Sackville-street, Dublin,
20th day of September, 1860.

SIR,—Will you permit us to remind the friends of the Protestant Orphan Refuge that to-morrow will terminate the three months named by the gentlemen who kindly promised to give £50 to the society, on condition that, within that period, other friends would contribute £250. Of the required sum only £200 have been as yet collected; but, when the nature of the society's claims is considered, it is hoped that the liberal offer shall not be permitted to fall to the ground for lack of sufficient sympathy and support from those whom God has blessed with means to aid in this charitable work. The society maintains, and entirely provides for, 165 orphans of mixed marriages. Many others are waiting for admission, which, in the present state of the funds, must be denied, although there is no other Protestant asylum for these poor children. We have asked for an extension of the period allotted, and it has been kindly granted to the 30th inst., by which time we hope the conditions will have been complied with.—We are, sir, your obedient servants,

BENJAMIN GIBSON, } Hon. Secs.
J. H. MONAHAN, }

IMPROVEMENTS IN TALBOT-STREET.

TO THE EDITOR OF THE IRISH TIMES.

Dublin, 20th September, 1860.

SIR,—As the Corporation is at present effecting a most desirable improvement, by paving this street, it strikes me the inhabitants should, by memorial, call on that body to fix the footways from Gardiner-street to the Terminus of the Dublin and Drogheda Railway. The present footways are a disgrace.

In dry weather, peas in our shoes would be a luxury, compared to what we endure from coarse and loose gravel; and in wet, we might as well trudge through a fallow. I happened to be sojourning in Belfast lately, and, at seeing workmen engaged laying, in what appeared to me, a beautiful description of flagging, with clean close edges, cut by machinery, I was curious enough to inquire where it came from, its price, and all other particulars, it being superior to what I have been in habit of seeing.

It appears that it came from the North of Scotland—Sutherlandshire I believe—and could be delivered in Belfast, and laid down (all expense of carriage and labour included), for about five and sixpence per square yard.

Now, as I happen to know (having recently applied for an estimate to flag in front of my premises) that the cost of supplying and laying granite in eight shillings per square yard,—I would suggest to the committee which regulates the out-door work, that it would be worth while to use such Scotch flagging in this principal thoroughfare. No doubt some Arabs, just landed from one of the vessels in the harbour, finding their co-religionists on the point of being routed, entered the arena, rallied their party, and attacked the Sepoys so manfully, dealing such heavy blows at the latter, with the ponderous clubs with which they were armed, that the fate of the day was soon decided. The sepoys, unable longer to cope with the other party, retired gradually from the field, not, however, before disfiguring a good many Moplahs, of whom one, I hear, is in a dangerous state, having received a severe contusion on the head. It would appear that during the affray two of the Moplahs who were violently assailed by a number of their antagonists, escaped from their hands by jumping into the river, and are believed to have met with a watery grave, not being found or heard of as yet. Some of the Moplahs are now under custody, by the order of the magistrate."

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Foreign Intelligence.

FRANCE.

(FROM OUR OWN CORRESPONDENT.)

PARIS, SEPT. 18, 1860.—The *Salut Public* of Lyons gives us most disheartening accounts of the approaching vintage. The news from Beaujolais and Chalonnais is unfavourable, and, I am sorry to say, not much better from the South; but, should the weather continue fine, it is hoped a part of the crop may still be saved. Almost every night now we have experiments with the electric light in different parts of Paris. There was a most successful display of the light, a few evenings since, on the Boulevard, near the Chateau d'Eau, which exceeded in brilliancy and duration any of the previous experiments. Crowds of people were attracted by the light, which rendered all the objects within its ray as visible as at noonday. There were simultaneous experiments of the light made on Saturday evening from the towers of Notre Dame, the Pantheon, St. Sulpice, and the dome of the Invalides. Besides the numerous Boulevards branching out from the Arc de Triomphe, which are now in course of construction, there is a new Boulevard about to be opened, which will form a promenade of twenty-five miles round Paris, within the fortifications.

The fetes at Algiers were to commence yesterday, and continue for four days. On Friday the Emperor and Empress will take their departure, and are expected to arrive at St. Cloud on Monday. Such is the official programme, but it is more than probable that the return of their Majesties may be somewhat hastened by the news of the death of the Duchess d'Alba. She was younger than the Empress, whom she strongly resembled, though not so handsome. She was extremely amiable, and much beloved by all who knew her. The Algiers journals give a most extraordinary account of the weather there. Since July scarcely a day has passed without a storm, and frequently, in the course of 24 hours, burning sun, rain, thunder, and the sirocco succeeded each other. One of the journals, describing the fearful storm of the thunder, says—"It seemed like that of the judgment day!" The bronze statue of the Virgin, which was recently inaugurated at Mont Corneille, (Puy) is fifty feet high, consists of 120 pieces fastened together, and weighs 150 tons. It is composed of the bronze of 213 cannon taken at Sebastopol, and given by the Emperor. In the interior is a winding staircase similar to that in the column of the Place Vendome. The usual orders have been issued, granting to the soldiers of the Jewish persuasion in the French army every facility for performing their religious duties on the occasion of the festivals of the New Year, on the 17th and 18th inst., and of the Atonement, on the 25th and 26th.

PROSPECTS OF THE PAPACY.

A correspondent, dating from Paris, on Tuesday evening, writes as follows:—

The *Constitutional* confirms a report which has been current in Paris for a few days past, that the Pope had determined to fly from Rome. M. Grandguillot does not mention what locality he has chosen for his voluntary exile, but it is not likely to be France. M. Grandguillot asserts that in the event of his Holiness carrying out his intention, the French troops will withdraw from Rome as a matter of course. The following are the salient points of the article in which this important announcement is made:—

"There is a party at Rome whose blindness will in the end sacrifice the most noble and the most legitimate of causes. That party which for the last 12 years has opposed all reforms, and only sought to separate the Pope from the Emperor, and the Holy See from France. It is that extreme party which, after having recommended to Pius IX. a policy totally devoid of all concession, now advises him to make a dishonourable flight. It is always an act of the greatest gravity for heads of States to abandon their capitals; history informs us how they leave them, but it does not tell us how they return. Louis XVI. in his journey to Varennes was the first step towards the 10th of August; and for Charles X. and Louis Philippe the withdrawal to Rambouillet or to Neuilly was the first stage towards exile."

The writer then declares that the flight of Francis II. is quite inexplicable. The defection which took place around him on every side is no excuse whatever, our contemporary declares, for such spiritless conduct, as he could have remained alone at Naples when Garibaldi did not hesitate to enter that city with *five* officers. The articles then goes on to say:—

"The flight of Francis II. is only a political desertion; but that of Pius IX. would be worse—it would be a moral abandonment. The King of Naples may explain his precipitate departure by motives of personal safety, but such reasons could not be brought forward by the Holy Father, for it is well known at Rome that, in the sense of the French troops, insurrection is impossible." The declaration of Pius IX., on his return to Rome in 1849, is then quoted, in the following terms:—"I will not again quit this city; a King ought not to leave his throne, a Pope ought not to separate from the tomb of St. Peter." And his Holiness is then reminded that the words of 1849 should be remembered by him in 1860. What the writer is most anxious about is, he affirms, the well-being of the Papedom, and it is to that end that the French troops are in the Roman capital:—

"It is not Rome that we occupy (the article says), it is the Papacy which we defend. Our occupation is religious, and not political; it could not under any circumstances assume the latter character; and it is only rendered legitimate by the duty of protecting the sacred character of the Sovereign Pontiff. With the Vatican empty, we should have nothing to do, and the guard which we there mount would be less a guarantee than a menace. We do not think that we are mistaken in affirming that the first consequences of the flight of the Pope would be the evacuation of Rome by France. Her policy would doubtless gain by it, but her sentiments would remain the same. Thus you will see from the above that in the opinion of intelligent men in France, the final overthrow of the Papacy would cause no surprise, and it cannot be denied that M. Grandguillot's article affords a foundation for the belief that something of the kind is at hand.

ITALIAN POLICY OF SARDINIA.

The same correspondent, under same date, remarks:—

All the letters from Italy are unanimous in asserting that Garibaldi and Count Cavour are at daggers drawn. The Turin correspondent of the *Constitutional* asserts that Garibaldi has written to the King that he felt the most profound distrust of Count Cavour, and intimating that though the annexation was the wish dearest to his heart, he must put it off until after he had delivered Rome and Venice. According to another letter in the same paper, Victor Emmanuel has humiliated himself to the extent of writing "a most pathetic letter, in which he supplicates him whom he regards as his best friend not to abandon the cause of Italy, and offering to go to Algeria, if necessary, to give explanations." I have reason to believe that this is only a different version of the telegraphic letter to Louis Napoleon, of which I sent you the substance on Saturday. From the article in the *Constitutional* to-day, and the promised withdrawal of the French troops in case of the flight of the Pope, it would seem that feuds between the French and Piedmontese monarchs have come to an understanding as regards the city of Rome itself, as well as the outlying provinces. What price is to be paid the Emperor for his collusion? If my information be correct, you will hear before long of compensation on a most extensive scale. Meanwhile there can be no doubt that the tortuous policy of Piedmont has created distrust and disgust among other friends of Italy than Garibaldi. The whole course of the negociations with Naples and with Rome is of the French Imperial school, and disgraces the cause which it means to advance. If I command to your attention the following excellent remarks from the *Revue Contemporaine*:—

"Success is not the best of counsellors. After Novara nothing could be seen more skilful and more firm, more straightforward and more dignified than the conduct by which the Sardinian Government preserved the national independence and political liberty, threatened by Austria. Now, in connexion with the Great Powers of Europe relations which had been ruptured, or much changed by the events of 1848 and 1849, re-established her popularity in Italy, her renown in Europe, and restored the future of a cause which appeared lost. For some months past Piedmont has expended with astonishing rapidity, in the midst of the joys of triumph, the capital of esteem and sympathies which it had so painfully amassed during ten years of trials. The part which it has just played in the affairs of the Two Sicilies will not contribute to restore to it that support of public opinion which formerly constituted its strength, and without which it is now very difficult to obtain permanent success. No one can allow themselves to be deceived by the pretended efforts made to oppose the embarkation of volunteers of Garibaldi. It however, appears that the Cabinet of Turin had given explanations to which politeness would not allow a doubt to be thrown; and since King Francis II. felt satisfied enough to negociate in a friendly manner with Victor Emmanuel, no one has a right to be more exacting than he was. But the late events which have accompanied and prepared the fall of the throne of the Bourbons of Naples have not allowed the less clear-sighted or the kindest-hearted to continue to close their eyes. To negociate on a footing of equality with the Garibaldian committee; to give and withdraw in a few days an order to oppose the embarkations; to furnish the expeditionary corps directed against the Roman States the resources necessary for their organisation, and suddenly suspend its departure, is a conduct the explanation and the justification of which will always remain difficult. Neither will it be very easy to admit the legitimacy of the petty subterfuge by which conflicts have been caused between the Neapolitan soldiers and the Piedmontese baresaglieri, in order to give a pretext to diplomatic remonstrances, or to establish in virtue of what right Admiral Persano could, as it has been positively stated he did, threaten to fire on the Neapolitan vessels who should follow their King to Gaeta, and receive from Garibaldi the command of the fleet of the Two Sicilies. A frank and bold declaration of war would have been better than this underhand struggle, carried on while the Neapolitan ambassadors are still at Turin, and negociating every day with Count Cavour. The employment of such means would compromise the best of causes, and even those who are interested in the fate of Italy, and who do not deny the difficulties which attended the peace of Zurich, would have prefarred to have seen it effected in a more straightforward manner. The Piedmontese decided on abandoning temporisation for a bolder policy—audacity—and the most recent despatches inform us that the Sardinian troops had entered on the territory of the Roman States. Unfortunately, it would be difficult to imagine a more puerile pretext than that which has been brought forward in justification of this new invasion. Whatever opinion may have been formed of General Lamoriciere, and of the task which he went to perform in the Roman States, no one will believe that the small army of 25,000 men which he has organised, and not without difficulty, can ever become a menace for a power now established at the two extremities of Italy, and having nearly 200,000 soldiers at its disposal. No one will admit that the Cabinet of Turin had any just reason to regard in the light of foreign intervention the presence of some Austrians and of some Spaniards in the ranks of the Papal army. Conscription does not exist in the Pontifical States; the Sovereign Pontiff has been advised to establish it; in the meantime it would be tyranny to prevent him from having recourse to voluntary enlistment. Nations who have levies of conscription do not interdict the employment of national or foreign volunteers. There are some in the French army and in the armies of Europe, and we have never heard it said that all the men who have followed Garibaldi to the conquest of the Kingdom of the Two Sicilies were Italians."

COUNT CAVOUR AND CARDINAL ANTONELLI.

The Italian papers bring the text of an acrimonious correspondence between Cavour and Antonelli. The Piedmontese Minister writes:—

"Turin, Sept. 7.

"Eminence,—The Government of his Majesty the King of Sardinia could not, without serious regret, see the formation and existence of the bodies of foreign mercenary troops in the pay of the Pontifical Government. The organisation of such corps not consisting, as in all civilised Governments, of citizens of the country, but of men of all languages, nations, and religions, deeply offends the public conscience of Italy and Europe. The want of discipline inherent in such troops, the inconsiderate conduct of their chiefs, the irritating menace which they are perpetually call their proclamations, excite and maintain a highly dangerous ferment. The painful recollection of the massacre and pillage of Perugia is still alive among the inhabitants of the Marches and Umbria. This state of things, dangerous in itself, became still more so after the facts which have taken place in Sicily and in the kingdom of Naples. The presence of foreign troops, which insults the national feelings, and prevents the manifestation of the wishes of the people, will infallibly cause the extension of the movement to the neighbouring provinces. The intimate connection which exists between the inhabitants of the Marches and Umbria, and those of the provinces annexed to the States of the King, and reasons of order and security in his own territory, by his Majesty's Government under the necessity of applying, as far as is in its power, an immediate remedy to such evils. King Victor Emmanuel's conscience does not permit him to remain a passive spectator of the bloody repression with which the arms of the foreign mercenaries would extinguish every manifestation of national feeling in Italian blood. No Government has the right of abandoning to the will and pleasure of a horde of soldiers of fortune a civilised country.

"For these reasons, after having applied to his Majesty the King, my august sovereign, for his orders, I have the honour of signifying to

FEMALE MOBOCRACY.

What can women not do? Is there any specially masculine branch of enterprise or industry? Long since women have beaten the male novelists. Burton and Livingstone have found Ida Pfeiffer trading in their steps through the wild places of the earth; and Norway and Mount Etna have seen lady tourists fearless and alone. Caroline Herschel and Mrs. Somerville in mathematics and Rosa Bonheur in animal painting, show what women can do in things once supposed to be specially masculine; and even political economy has found a feminine line; and even political economy has found a feminine expositor in Harriet Martineau. We now hear of a "Strike by Women." When we think of strikes we think of meetings in public-house parlours, strong speeches by delegates, idle men lounging at street corners, or smoking pipes at crowded "bars," occasional outrages on "colts" or "blacks," and a general discussion of unshaven chins discussing their wrongs in dry grass of unshaven chins discussing their wrongs in dry grass of unshaven chins discussing their wrongs in dry skittle grounds, and too busy in talk to wash their faces or make themselves neat. A woman's strike cannot surely have these signs. Then the women in factories are not as a rule unattached—they are rulers of, or ruled by, some male appendage, father, husband, or lover—and a feminine strike is in its way a declaration of independence as significant as if we heard of women forming a club, making books on the Derby, or haunting a billiard room.

This new feature in strikes has taken place at Alva, a manufacturing village in Scotland. The women employed in "filling" (or "pirns" for the weavers of the village are compelled to be idle, and great is the local commotion. The women take the lead in a startling way. On Wednesday last they held a public meeting in the Alva Town Hall; there were not fewer than 500 women present; a Mrs. Michie was "voted to the chair" (that horrid masculine jargon was kept up); and she disclaimed fitness for so prominent a position—another bad imitation of male modes of action. What a sight—five hundred women with a grievance! We have no full reports; indeed what stenographer could keep up with the concurrent streams of brilliant oratory? The next day there was another meeting. One speaker "was glad to see the women standing united as one man," and four firms were reported as having given in, while twenty-one firms refuse to accede to the terms demanded, and offer what the women decline to take, the same rate as "fillers" at Tillicoultry—a neighbouring village. This lets us into the truth about the matter; the women want their wages raised above the market rate, not seeing that the workers from Tillicoultry, where lower prices would rule, would soon migrate, and by competition bring down their wages again.

We are not of course surprised at an illogical strike by women. Men have nothing to boast of in that line; strikes as irrational and ridiculous as it was possible to organise have been carried on for weeks and months by the sex who until now have monopolised the absurdity. As a rule the conduct of male operatives follows the women's meeting, and, of course, adopted resolutions of sympathy with the women out of work, and resolved to strike also, until the women obtained an advance. The liberty and fraternity are further instanced by gangs of idle men and idle women wandering about the streets; the women will not possibly smoke pipes, but they can drink beer, and as far as endurance goes can bear the privation sure to ensue probably better than the men. We should be very sorry to see the Alva example followed elsewhere. It is quite enough to see the homes of factory operatives in Lancashire neglected because the wives and daughters of operatives can earn wages at the mills; work away from home is quite masculine enough without the further imitation of public meetings, women "taking the chair," and organised strikes. When we already see so much of the earnings of working men wasted in strikes and spent in drinking—two evils from which saving habits and domestic comforts would save the men—and when we think that these saving habits and domestic comforts are especially in the power of women to organise, it seems a very painful extension of the evil of undomestic earnings to find woman so engrossed in their operative life as to begin those strikes which tend more and more to bind them up with the out-of-door habits and public life of their male fellow-workers. If women would but lead in the other direction, they might be all powerful for good. A respectably-dressed working man* when making a payment one day at the Bradford Savings Bank, which brought his account up to nearly £80, informed the manager how it was that he had been induced to become a depositor. He had been a drinker; but one day accidentally finding his wife's savings bank deposit book, from which he learnt that she had laid by about £20, he said to himself, "Well, now if this can be done while I am spending, what might we do if both were saving?" The man gave up his drinking, and became one of the most-respectable of his class. "I owe it all," he said, "to my wife and the savings bank." The first savings bank ever established in England was established by a woman (Miss Priscilla Wakefield), and if the individuals of the working classes ever become respectable in saving in proportion to their large incomes, it must be through the stimuli of comfortable homes and prudent wives. Far away from such results are they likely to be led by the public meetings of petticoats at Alva.—*Globe.*

* *Quarterly Review* for July.

PRIZE-MONEY.

During the past week, several letters have appeared in the morning journals, commenting with much severity on the delay which has taken place in the distribution of the Indian prize-money. Three years and a half now passed away since Delhi was taken by General Wilson's besieging force; but the Delhi prize-money is still a myth. Scarcely less protracted has been the delay which has arisen with respect to the property which fell into the hands of the British army as the result of the victorious operations in Oude. Such delay is wearing in the military history of India; and if there are circumstances which render the case one of peculiar hardship to the captors of the property, the distribution of which has been looked for so eagerly during the last two years. There are many officers now in India who have borne, and borne gallantly, the burden and the heat of the day, throughout all the painful and perilous season of the great sepoy rebellion, but who have been so impoverished, in a variety of ways, by that rebellion, that they have not been able, in spite of failing health, to recruit their exhausted energies by a visit to their native country. Inadequate compensation for property stolen or destroyed, and the necessity, in many instances, of sending wife and children to England, have been among the chief of these impoverishing circumstances. But, month after month, the gallant soldier, longing to rejoin his beloved ones at home, has sustained himself with the thought that there was a share of prize-money due to him; that the property had been realised; that it was in the hands of Government; and that its distribution could not be much longer delayed. But month has followed month, until months have grown into years, and still the expected share of prize-money has been only a remote possibility. We trust, however, that the realised fact is not now very far distant. If there have been circumstances which have rendered the delay in the distribution of the prize property a case of peculiar hardship, there have also been circumstances to explain, perhaps to justify, that delay. There was something exceptional in the very character of the captured property, which raised questions not of very easy solution. Our armies did not capture foreign fortresses or cities, but recovered our own; and much of the property captured by them might have belonged to peaceful and friendly inhabitants, or, if taken from the enemy, might have originally belonged to our own people. How to settle these questions so as to secure a fair distribution of the captured property—whether it should be thrown into one general fund, and distributed among the whole army engaged in the entire series of operations, or whether each separate force should divide among its members the property captured by itself. Then there appears to have been another question regarding the relative shares of soldiers of different ranks. The settlement of these questions necessarily involved delay; but we trust that they have now, at last, been settled, and that the money will soon be distributed, and in a manner, too, satisfactory to the captors. The two latter questions, and perhaps some others, were submitted by the home Government to a special committee of officers of both services; and it is now stated that they have reported in favour, not of a general, but of a particular distribution of the captured property—the Delhi prize being distributed among the Delhi force only; the Lucknow prize among the Lucknow captors, and so on—a decision which we hold to be essentially just. It is said also that larger shares than were at one time anticipated will be assigned to the junior ranks, the Commander-in-Chief not receiving quite the lion's share which, on some former occasions, has been meted out to him. This, it will be remembered, was one of the great bones of contention between the East India Company's Government and Sir Charles Napier, the gallant General who, during his endeavouring to deprive him of his prize money, whereas they only desired to bestow a larger share upon the officers and men who fought under him. No contentions of this kind, are, however, now likely to arise. We trust that all will be satisfied; and that now the moot points being decided, the property will pass into the hands of the captors without any further delay.—*Homeward Mail.*

SHOCKING OCCURRENCE AT STOURPORT.—The trip of the Stourport Volunteers to the Gloucester review was initiated by a shocking accident, which caused the death of a man named Felton. A small cannon on board the barge containing the Volunteers was fired at the moment of starting. The vessel rocked a little as it was tugged off from the bank of the river, and this motion of the vessel raised the mouth of the gun in such a way that, instead of the hard wadding with which it was rammed being stopped by the side of the river, it unfortunately passed along, where a large concourse of people were assembled. The charge caught a man named Felton, and took off the upper part of his head, bespattering his brains and blood over the horrified spectators of this unexpected disaster. Felton leaves a wife and two children.

ATROCIOUS OUTRAGE.—A letter from the Neigherries contains a sad piece of intelligence. The wife of the band sergeant of the rifles came from Jackatallah to Ootacamund on a visit; and on her return on horseback alone, she was met by some ruffianly fellows, taken from her horse, and tied with her back to a tree, where she was found by some of her friends in a most deplorable state. She was, when the letter was despatched, in a dying state; in a subsequent missive she is reported dead. It is said one of the men is in custody.

The report of the suicide of White, the opponent of Chambers, in the rowing match which was last night circulated in the *Evening Herald*, is contradicted.

MIDLAND GREAT WESTERN RAILWAY.

The ordinary half-yearly meeting of the shareholders of the above company was held yesterday, at the Broadstone Station—

JOHN ENNIS, Esq., M.P., in the chair.

The Secretary, Mr. Beausire, having read the advertisement calling the meeting, and the directors' and engineer's reports—both which have already appeared in the IRISH TIMES—

The Chairman rose and said—Gentlemen, I have seldom offered myself to your notice under circumstances which, as regards myself individually, I have more reason to be proud of, for I have never yet addressed in this room so large a meeting as that which I now see assembled before me. I believe this is also a matter of congratulation to yourselves also, because it shows the increasing interest which is taken in that plant which we are all labouring to foster. It will occur to you that it is the established usage, to a great extent, that the observations made by the chairman should enter much more into matters of detail than the report does which has been handed you, and with the leading statements of which I suppose you are already acquainted. Considering the magnitude of this undertaking, I am sure that however feebly I may convey my views to you on these matters of detail, I shall be understood, and that you will listen to me with your accustomed kindness and patience. (Hear, hear.) I do not intend to amplify any details that may be fairly circumscribed, neither is it my intention to conceal anything from you. In my statement, you should be made familiar with, for, in truth, it is neither our duty nor wish to mystify anything connected with the concern confided to our charge. On the contrary, it is our plain duty to be explicit in the several statements which I shall make to you. Let us, then, begin with the statement of accounts. It is to that statement you all look in the first instance, not so much for the purpose of ascertaining what is to be your dividend, as to see what is likely to be the permanent condition of your property. Each shareholder has, of course, taken this statement in his hand, and is prepared to ask such questions as he may consider necessary in regard to any difficulty which may be presented to him. So far as regards myself, I can only say that it is a great happiness to convey to you all the knowledge which I possess with regard to the management of the railway. Now as to the accounts, to which I first call your attention, I find that there is, as comparing one year with the other, and which is the usage, a steady and growing increase in the receipts, which is only another term for the word prosperity. I wish, however, I could make a similar observation as regards the expenditure necessary to be incurred, and which I wish could be kept within reasonable limits; but my experience of railways, both in England and this country, forbids me to entertain the hope that there can be large receipts without a correspondingly large increase in the expenditure. It is our business, however, to see that the necessary expenditure shall not be unproductive, and that for every £100 of increase in that way there shall be secured a corresponding increase in the income. If we look at the several sources of income to the company, we must perceive that we have been making a steady increase. Both as regards the income and permanent receipts, we must be satisfied that the plant, although of slow growth, has been brought to maturity. I have not been in the habit of putting forward statements of a prophetic character, which is sometimes done for the purpose of operating upon the market, but I must say now what I consider an observation of sound sense, though in making it I may be charged with being a puffer, that our concern is highly prosperous, and with your unity, gentlemen, we may fairly expect that it will become more prosperous every day. I find that our total income, from railroad and other sources, amounts for the half year to £85,270, as against £78,183, which shows a considerable increase in the revenue. With regard to the Royal Canal, it is a singular fact that within the last 12 months there has been a material improvement in its business, which is partly owing to the carriage of lumber. There has been great commercial traffic on it, to supply mills and other manufacturing establishments along it, and which constitutes a very important and satisfactory ingredient in the receipts of the navigation. I will now pass to another subject. On the last occasion that we were assembled, a friend of mine, who takes considerable interest in the affairs of the company, and who contributed to its foundation, asked the question, why the shares on the profits realised were not distributed rateably among the shareholders. As this question has been asked, I do not consider that I am going out of my way by referring to it. I wish to give the fullest satisfaction on this subject. The reason was plain and satisfactory enough—that the company is still engaged upon works which are not yet perfected, as, for instance, the Sligo branch and the Tipperary branch, and they are bound to create capital to pay for these works. I am sure my friend will therefore agree with me that it is better to issue the shares according as the company wants money. It may be considered hard that those who held stock, and were connected with the company in its most trying moments, should not be admitted to a fuller participation in the holding of the stock of the company, but I believe that in the long run they will find it to the general advantage, for surely all must perceive that the several bonuses go into the general fund. That was one reason for not assenting to the request he had alluded to. But there was another reason of a still stronger nature than that, and which I hope to submit as a course. Let me ask you, gentlemen, what would be the effect upon the property of the company of throwing, say, half a million upon the market—would it not be a most serious matter? I think this explanation must be satisfactory to all the gentlemen present. According to our present course, the capital of the company is not forced upon the market, but used merely in proportion to the demands made for it; and it is clear that the final result will be to add profit to the general body of shareholders, although some individuals may be deprived of the bonuses which they might otherwise obtain. I will again call the attention of the proprietors to the commencement, at all events, of a very important item, in the rate of interest on the money which the company has borrowed. Nothing proves more forcibly the good opinion which is entertained of the resources of this company than the facility with which it is enabled to raise money on its debentures. You will find that of the money raised upon debentures, we have, at the rate of 4 per cent., increased our issue to the extent of £62,000; that of the money raised at 4½ per cent., we have increased the issue to the extent of £48,000; and the debentures heretofore issued at 5 per cent. we have reduced to the extent of £56,000. These facts, considered in a financial point of view, bear strong evidence that we are far above water, that our credit is certain, and that for the purposes of economy and well-advised extensions, we are enabled at all times, to raise money without let or without hindrance. (Hear, hear.) Whilst on the subject of economical saving in the branch of financial expenditure, I may mention that a considerable saving has been effected in the item of interest on the Royal Canal mortgage. The money heretofore held to the extent of £136,000, by capitalists, at the rate of 5 per cent., is now held at 4½ per cent. So that upon that item alone we save something like £1,000 a year. I think I may now leave that part of the subject, with the assurance that, financially speaking, we are in comfortable circumstances. (Hear, hear.) With regard to our traffic, it has been shown that there is a very considerable increase in the gross traffic upon the half year, as corresponding with any previous half year. The allusion to that subject gives me an opportunity of referring to a move recently made by the board in the direction of increased rates. Very likely the public at large will find fault with that arrangement; and it would be the duty, as I have no doubt it would be the feeling, of the proprietors of Midland Stock also to find fault with that increase, if it were not calculated to invite to them increased receipts, and provided such increase did not interfere with their business. Everybody who reads the papers must have seen that, during the last few weeks, notwithstanding the increase of rates, there has been no increase at all upon the weekly receipts. That is the state of facts at present which it is my duty to explain. It is explained, however, satisfactorily by the fact of the lateness of the harvest. Property is not being carried through the country as it was the wont to do at this time of the year; and in the item of fourth-class passengers—the men who repaired to England, and returned after having reaped the harvest—there has been a considerable falling off, as compared with previous half-years. They went late to England, and have not yet returned. In that item alone, there has been a decrease of £2,000.

Mr. Boyce—The revenue from that source of traffic has been postponed.

Chairman—Yes, postponed. Whatever may be the result of this advance in the rates, I do not think we are yet in a position to say it is a failure. Naturally, it ought not to be a failure, because, after all, when we come to consider our rates, in comparison which those obtained by other companies, I believe I am safe in saying they are not, at all events, higher. I think, therefore, it is a fair experiment, and one what was called for by the necessities of the case. Let any individual amongst you, who purchases stock in this or any other railway company, consider the constant casualties to which the company like this is exposed. Let him consider the consequences of them, and he will come to the conclusion that, instead of sending our travellers to insurance-offices, to insure their lives, we ought, as was well observed by the *Times* the other day, to be the insurers ourselves, by charging increased rates, giving increased accommodation, and, by all the means in our power, providing for the public safety. (Hear, hear.) I think, upon this ground alone, the advance of our rates was wisely conceived, and after a short time that it will manifest the wisdom of our management in that respect. (Hear, hear.) Our maintenance bill, for the past half-year, has considerably increased. That is also in the nature of things. I believe it is a fair calculation to make that a railway should, on an average, be renewed every 12 years. We are proceeding in that direction quietly, but still it is very expensive. We have introduced, under the able superintendence of our local engineer, a new system of making our line with cross sleepers, instead of longitudinal ones. The effect of this will be to produce greater safety, combined with greater ease in travelling, and, at the same time, save something like £350 a mile in the reconstruction of the line. (Hear, hear.) There is one other way in which economy may be arrived at, and that is by abstaining from making anything in the shape of extensions which would have the effect of wasting your resources, and of diminishing your net receipts. (Applause.) I may promise, on behalf of my colleagues, that this line of policy will be strictly adhered to, and I am glad to find that your sentiments coincide so completely with the feelings which I have entertained for a long time. (Hear, hear.) Now for the general questions which arise out of the report. I should not, as a matter of course, overlook the paragraph in which allusion is made to the recent appointment of arbitrators to arrange the differences between the Great Southern and Western Company and us. It would be, so to speak, the part of Hamlet left out if I did not allude to it; but, fortunately, it is not necessary to do so at any length. It will be in the recollection of the proprietors that, a considerable time since, an arbitration was appointed; and, while I am discussing the question of arbitration, it just occurs to me to mention that, in our half-yearly expenditure, which is now submitted to you, there appears an item of £2,000, the expenses of that arbitration. That is one of those incidental expenses which no man will ever dream of having repeated; but I believe the £2,000 was wisely expended. I believe that the adoption of any course which was calculated to arrive at the conclusions which have been come to, with regard to the general policy of the two companies, was wise. (Hear, hear.) In alluding to that arbitration, I may briefly allude to its main features. The arbitrators have defined the territory or district of country within which the operations of each company are in future to be carried on. It is impossible we can clash; if we do clash, there is an absolute remedy in a reference to the same arbitration, but from the feeling which pervades the directors of the Great Southern and Western Railway Company, no less than that by which we are actuated, I am certain no such difficulty can arise. (Applause.) We are, therefore, made aware of the districts of country which we are each to cultivate; and I am sanguine enough to believe, if we cultivate those districts as they ought to be cultivated, the results will prove highly advantageous to both. The question of the Grand Canal grows in some degree out of this arrangement, because it was one of the suggestions of the arbitrators that both companies should become joint proprietors of the Grand Canal. It is a matter of history what has been the result of an application to Parliament on the part of the House of Lords were willing to grant an amalgamation bill upon certain terms, which were suggested by the Board of Works. The directors were willing to accept the bill on the terms offered, but united action was necessary, and the bill was withdrawn by the formal consent of both companies. Still the fact of our co-operating in asking for a bill in the House of Lords proves incontestibly that we adhered to the obligations created by the contract of 1853, which bound us to go to Parliament for a bill. We went to Parliament for a bill, and we did not get it. Let gentlemen say what they please in another place, and as they have done, at a meeting over which a friend of mine presided, but to the proceedings of which I will not further allude than to state, on behalf of the directors, and I presume I may say on behalf of the proprietors at large, that we have discharged our obligations to the Grand Canal directors and company to the fullest. (Hear, hear.) We promised to do certain things: Parliament refused us the power to do these certain things, and, as a matter of course, we could not undertake our bargain in spite of the want of Parliamentary sanction. I have already told you that amicable relations have been established between the two contending railway companies. These relations, as I ventured to remark, can hardly be disturbed in the face of the appropriation of the district which has been made. Then comes the old question of Athlone, Athlone, with which a portion of the gentlemen present are familiar. (Hear, hear.) It is covenanted and provided that the receipts from the through traffic between Dublin, Clara, and Athlone, shall be put into a common purse and rateably divided. Thus, again, every element of strife is removed. I have often said, and we struggled very hard to maintain it—and not, perhaps, without success—that there ought not to be a break of gauge at Athlone. Parliament, however, in its wisdom (you can call it wisdom) granted a second line. The arbitrators, in this state of things, have taken the sting out of this statutable enactment. We were, you are aware, interested in the establishment, by way of an alternative, of a short line of railway between Limerick and Killaloe. That district, however, has been appointed by the arbitrators to the Great Southern and Western Company. That company accepted all our responsibility—*quoad* that undertaking. The money we advanced, amounting to £1,000, will be repaid with interest.

Mr. Philip Reade—With interest from what time?

Chairman—With interest from the 1st of July last, at the rate of 4½ per cent. Our friends in the district of Killaloe, who are shareholders in this company will, no doubt, congratulate the directors on the escape they have had from this undertaking. (Hear, hear.) I am surprised at the opposition of the canal to the owners on the 1st of July last, and I believe the Grand Canal Directors will have no cause whatever to lament the resumption of their property. I think there is abundant work for them to do. (Hear, hear.) The creation of Athlone having been decided, the only object this company had in advocating itself with the Grand Canal is at an end. We suffered considerable loss by it, and I sincerely congratulate the proprietors upon the fact that that item of loss shall appear no more in the half-yearly accounts. (Hear, hear.) I am reminded, by the presence of a friend of mine, to allude to the withdrawal of the Shannon boats. That is part of the arrangement entered into between the two companies. A number of difficulties naturally arose in the discussion of what was fit and proper as regards one company and as regards the other; but I think, taking the arrangement as it is settled—although, no doubt, considerable accommodation was given by the Shannon boats during the summer months—it is for the advantage of all parties. I must say that the withdrawal of the Shannon boats was attended with very considerable loss to this company. They were but a means to an end, and that end having been accomplished by the cessation of everything like hostility between the two companies, I think we could not object, upon the requisition of the Great Southern and Western Company, to withdraw from a service which was no part of our undertaking; it was an excrescence, which arose out of a distempered state of circumstances. I believe I have now gone through most of the matters which present themselves to my view; but, seeing some gentlemen in the room from Galway, I would not be discharging my duty to them, if I did not congratulate them, and congratulate the proprietors, upon the realisation of the Transatlantic Steampacket Company. (Applause.) I can only say that this company, at all events, not only wished God speed to it, but gave the best proof of the strong interest they took in its arrangement. It will be in the recollection of the meeting that according to the agreement we were to receive a rateable bounty with regard to the through traffic conveyed by that line. We carried his goods and passengers at half price. (Hear, hear.) I am not now going to say what the future course of events may demand, but of this the public may be assured, that this company will feel itself bound to give all the assistance it is capable of to the Galway route, to the very last. (Hear, hear.) I omitted to advert, when on the question of receipts and expenditure, to the falling off in the Galway traffic. I have merely to say that the figures placed before me gives this result. The expenditure for the corresponding half year was £7,000; the expenditure this half year is £9,000. The revenue of that line has been only capitalising at £15,151 in December last. So that, while the necessary expenditure has increased, the receipts have decreased. I ought not to omit alluding to the paragraph in the report which deals with the Meath Bill. That line sought a separate terminus in Dublin; it was opposed by this company, and the consequences are detailed in the paragraph; but I think attention ought to be called prominently to the concluding part of it. "Your directors hope that an arrangement satisfactory to both companies may now be arrived at, and that the Dublin and Meath Company will find it their advantage to adhere to their original understanding with this company." I hope that a sense of what is due to prior arrangements, as well as a just estimate of their own interests, will induce the Meath gentlemen to co-operate heartily with us, and they will find us nothing loth, but, on the contrary, most happy and delighted to receive them. I do not believe that at this stage of our proceedings it would be proper to trespass further on your time. Indeed, I am almost physically unable to do so. An opportunity may be afforded to me, by-and-bye, of alluding to our arrangements with the Great Northern and Western Railway Company, but at present I will not deal with that portion of my subject. I beg to return my acknowledgments to the meeting for the kind attention with which they have listened to me, and I will conclude by formally moving that the report and statement of accounts be adopted. (Applause.)

Sir P. Nugent seconded the motion.

Mr. James Haughton asked would it not have been much better had the income tax not been paid? He thought if that had not been done the accounts would be in a better state.

The Chairman said that as that question had been asked, he would not commit a breach of confidence in answering it. The fact was, that before the meeting took place the directors had this matter under consideration, and he would express it as his opinion that it was well worth attention. Before meeting on the next occasion he could promise them that it would be duly considered.

Mr. Reade said that as he represented a large district, he would beg leave to make some remarks upon the subject of the report. There was one paragraph in it which he did not understand; he did not hear any observation from the chairman as to the necessity of the Great Southern and Western Company carrying out their portion of the award. He had heard the chairman make several remarks upon the award, but all he could glean from them was, that in making that award, they had given away many things, but had got nothing in return. It appeared, in the first instance, that the Athlone station had been taken away, and then they had a long contest in Parliament, which resulted in nothing. By the course now adopted, they were shut out from one side of the Shannon, and the other company were, from the nature of the engineering difficulties, excluded from it, and though the other company had not 5 per cent. of the Athlone traffic, yet that traffic was augmented for them by the arrangement to the extent of 35 or 40 per cent. This was the work of the arbitrators, who, he contended, ought to have been limited by some consideration of the rights of the shareholders. He could not help but say that every step taken by the directors under that award had injured their property to a considerable extent. Then, with regard to the division of the country, so negligent were the directors of the circumstances under which that was taking place that they did not know within sixty miles where the line of demarcation was to be; and which was exactly as absurd as if their Foreign Minister did not know where Nice and Savoy were. Well, the country being so divided, what was the next thing to be considered? Why, by that division, one company could not cross the Shannon, and the other could not reach it; while neither could give assistance to an independent company. The next thing to be considered was, that while the chairman congratulated them on the establishment of the Transatlantic Steamship Company, they had deprived themselves of the emigrant traffic for an extent of 80 miles; for now no emigrant could reach Galway from Limerick, for instance. But, notwithstanding this, they were told about the encouragement which their company afforded to the Transatlantic Company. In pursuing the present arrangement they appeared to have forgotten the public interests altogether. It was said that the Shannon navigation had been a loss. Well, that might have been so in winter, for the boats used then were of a wretched description; but that was not the case in summer, for the boats then used were powerful ones, and uniformly in time. He had no doubt that a loss had been sustained by the wrecking of several boats on the Shannon, and through the mismanagement of the English engineers, who knew nothing about that river. During the summer months, so great was the traffic upon the river that the public were much inconvenienced for want of room, and he was aware that complaints were uttered on, that was all very well; but they could remedy that by giving up everything, and getting nothing. They had, he observed, raised their rates immediately after this agreement. Now, whether that was done in compliance with the wishes of the Southern Company he did not know, but if they proceeded in that course he believed they would have, by the next half year, to make some change as regarded the income tax. They were, however, supposed, bound by the award, and of course it was not to be broken. He did not, at all events, advocate bad faith, but he should still deprecate, on the part of the public, which he represented, the entering into such an agreement without having certain stipulations by which the people of a large tract of country would not be deprived of railway accommodation.

Mr. Malley said that some allowance should be made for the observations of the gentleman who had last addressed them, for he had no doubt that he did represent the feelings of a considerable number of the people in the district in which he lived. But, although that was a fact, he doubted very much whether he represented the feelings of the Midland Company. It was not possible that they could now repudiate a solemn engagement which had been entered into by them. Of all the public documents which had ever come before him, he never knew a fairer one than the award which had been prepared by the arbitrators, and instead of believing that they had made unjust exactions of them, he was prepared to give them his need of praise. He would be very sorry to see their company enter into a contest with the Southern and Western Company. Several resolutions had been passed in that room, the object of which was that the Midland Company should hold out the right hand of fellowship to the other company, and for the purpose of preventing their money being squandered in a useless contest, the only effect of which would be to depreciate the value of railway property throughout the country. He thought, too, they should be rather loath to open up a country by which from their books it appeared that they had lost £40,000. The shareholders did complain of the loss sustained by the Grand Canal, and he (Mr. Malley) was not the person to move a resolution in opposition to it. He saw the result of that project, and believed that it was necessary to get rid of it, though the amounts lost was only £40,000. He also believed that the subscribing to the railway in the west would be disastrous to their company, at least to a certain extent. There was another question to which he should refer, and that was the issuing of a number of these shares, or so much of the company's stock at their disposal, as such a course tended to depreciate the value of the general shares. It should be recollected that shares of the Midland Company, paying a dividend of 5 per cent., were considerably lower than those of the Southern and Western Railway, and he did not see why that should be the case. He would like to know whether there was any precedent in railway management for such a course as this.

The Chairman and Mr. Boyce informed Mr. Malley that the Southern and Western, as well as the Belfast Junction, did adopt this course.

Mr. Malley said he was not aware of that fact, and he had been led to make the observation from the fact, that he saw many gentlemen around him who from their long connection with the company were entitled to any benefit which might be derived from the distribution of these shares. It was quite competent to the company to issue the shares, and to call on the shareholders as they required means, without forcing them upon the market. He would now ask the chairman what was the amount of the share capital of the company which had not been issued?

The Chairman said he did not consider that it would be for the advantage of the company that an answer should be given to that question.

Mr. Malley said he never knew an instance of any company refusing to state what its capital was, what it had raised, or what it intended to raise.

The Chairman said he was willing to give Mr. Malley and every other shareholder as much latitude as possible, but he would again repeat that he did not consider it for the advantage of the company that the information sought should be given. He was, however, in the hands of the shareholders and if they wished it, he would comply with the request. (No, no).

Mr. Malley said he would bow to the decision of the chairman, but still he thought there should be no concealment as to the affairs of the company.

The Chairman then said, that the next business to be transacted was to propose a resolution declaring a dividend at the rate of 5 per cent., clear of income-tax, which was agreed to. He then said that the next resolution was to the effect that the directors who were to go out of office by rotation should be re-elected. They were—the Right Hon. the Earl of Clancarty, Sir Timothy O'Brien, Bart., Thomas Richardson, Esq., James Stirling, Esq., and Joshua Watson, Esq.

Mr. Henry Battersby said, he intended to move an amendment to this resolution, to the effect that Mr. George Woods Maunsell should be elected as a director. It was desirable that new blood should be infused into the board. Mr. Maunsell was well known as a man of honour and business habits, and he (Mr. Battersby) considered him a most proper person to be a director. He would, therefore, propose that six names should be put into the ballot-box, and that the first five names should be selected.

Mr. James Haughton said the course proposed was quite unusual, and that it would be better for Mr. Battersby to withdraw his resolution, unless he had some strong objection to the members proposed to be re-elected.

Mr. M'Birney said the only difficulty he felt in supporting Mr. Maunsell was, that he had expressed himself hostile to the Athenry and Ennis line.

Some discussion took place upon the matter, when the amendment was put and a division taken upon it, which resulted in 33 voting for it, and 42 against it. The original resolution was then put and carried.

Sir Colman O'Loghlen observed that the deficiency which appeared in the accounts from the working of the Athlone branch was, he believed, but of a temporary character, and need not create apprehension. (Hear, hear.) There was one matter to which he desired particularly to direct the attention of the directors. They did not, in his opinion, afford, at present, sufficient accommodation for the local traffic in the Athlone district. At present no person could get into Galway sooner than a quarter to one o'clock by any train started by the company. This was an absurd arrangement, and led to great embarrassment and inconvenience when the assizes and sessions were held. (Hear, hear.) He would suggest that a train should be started from Athlone or Ballinasloe, which would arrive in Galway about 9 or 10 o'clock in the morning.

The Chairman said, the directors had determined, at a meeting held the day previously, to run a train from Tuam to Galway, which would, to a great extent, remove the inconvenience referred to by Sir Colman O'Loghlen.

Mr. M'Birney complained that the directors had not thought fit to recommend an increased dividend. He admitted five per cent. was a good dividend; but if the directors were permitted to hold surplus capital in their hands, they might be tempted into the construction of extensions. He condemned the extension to Tuam, the branch line from Athlone to Portarlington, and the branch from Streamstown to Mosse, and characterised them as lasting monuments of the errors into which the directors had fallen. (Hear, hear.) He was disposed, when coming to the meeting, to move as an amendment to the report that the dividend be increased to 5½ per cent., but having been informed that the line from Athlone to Galway was but a single rail, he thought it better to forego an increase of dividend, in the hope that the directors would at once apply the money to the perfect completion of that branch. (Hear, hear.) He agreed with Mr. Malley that the original shareholders, who had in former days borne the brunt of the battle, should participate in any advantages which the increasing prosperity of the company afforded. (Hear, hear.)

Mr. D. Kirwan observed that if the accounts of former half-years were looked into, it would be found that the revenue derived from the Athlone branch had increased by £300. (Hear, hear.)

The Chairman said that all suggestions coming from the proprietors, with respect to improving the line would meet with due consideration on the part of the board. With regard to the pledge which Mr. Malley had alluded to, that he (the chairman) would recommend the new stock to be allocated among the existing proprietors, he had no distinct recollection of having made such a promise; but, if he did, it certainly was only the expression of his own individual opinion. He was still of opinion that the course recommended and pursued by the board was the correct one, and that it would calculated ultimately to be of advantage to the shareholders. (Hear, hear.)

The resolution was then put and carried.

SPECIAL MEETING.

At the conclusion of the general business, the meeting resolved itself into a special one, for the purpose of enabling the company to take shares in the capital of the Great Northern and Western Company; to raise new shares or stock of this company, and to determine the amount to be raised.

The Chairman commenced by stating that, in accordance with the intimation contained in the report, he begged to propose for the consideration of the shareholders a resolution that the company be authorised to issue new shares, and to the extent of £33,500, being one-third of their subscriptions towards making the line from Castlerea to Castlebar. He said that, under the circumstances, it was better to sketch the exact state in which they were placed in reference to the Great Western Company. (Hear, hear.) He now begged for a moment to call attention to the agreement entered into in 1853 they were dragged into a violent contest with their antagonist at Athlone—the Great Southern and Western Railway Company. At the same time, a company under the immediate patronage of Lord Lucan, Lord Sligo, and others, had a project before Parliament for the construction of a line from Ballina to Castlebar, thence to Tullamore, crossing the Shannon at Athlone. It was their policy to amalgamate with the Great Southern and Western, and we were therefore driven to an alliance with them, the terms of the alliance being that they would not unite with the Great Southern and Western Company. (Hear, hear.) They had been compelled, by the necessities of the case, to adopt a course which they would never have dreamed of but for the pressure put upon them. (Hear, hear.) The shareholders had, no doubt, sanctioned this agreement, but it was on the understanding that the gentlemen of the North-Western Railway would have acted equitably, and would have done nothing hostile to the interests of the Midland proprietors. (Hear, hear.) The Midland Board completed, and, with other of the rapidity of the railway branch extensions were forced on, and, also, that the North-Western gentlemen held their meetings in London, where the Midland Company could be only inadequately represented. (Hear, hear.) The question, after all, rested with the shareholders as to the mode which should be adopted for the raising of this capital. The opinion of the board was that they should avail themselves of the income tax. They were, however, supposed, bound by the award, and of course it was not to be broken. He did not, at all events, advocate bad faith, but he should still deprecate, on the part of the public, which he represented, the entering into such an agreement without having certain stipulations by which the people of a large tract of country would not be deprived of railway accommodation. (Hear, hear.)

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